

April 20, 2011

FROM: MIKE SANCHEZ, Planning Manager
Development & Resource Management Department

John A. Legan
DEPARTMENT DIRECTOR

BY: SANDRA BROCK, Planner III
Development Services Division

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SUBJECT: CONSIDERATION OF A PLAN AMENDMENT APPLICATION NO. A-11-01, REZONE APPLICATION NO. R-11-01, AND ENVIRONMENTAL ASSESSMENT NO. A-11-01/R-11-01/C-11-008 PERTAINING TO 2.78 ACRES OF PROPERTY LOCATED AT 701 EAST NEES AVENUE, ON THE SOUTH SIDE OF NEES BETWEEN NORTH FIRST AND NORTH BOND STREETS

RECOMMENDATION

Staff recommends that the Planning Commission take the following actions:

1. RECOMMEND APPROVAL (to the City Council) of the adoption of a Mitigated Negative Declaration finding for Environmental Assessment No. A-11-01/R-11-01/C-11-008 for the purpose of the proposed plan amendment and rezone applications;
2. RECOMMEND APPROVAL (to the City Council) of Plan Amendment Application No. A-11-01 proposing to amend the 2025 Fresno General Plan and Woodward Park Community Plan from the "Public Facility - Elementary & Middle School" planned land use designation to the "Community Commercial" planned land use designation; and.
3. RECOMMEND APPROVAL (to the City Council) of Rezone Application No. R-11-01 requesting authorization to reclassify the subject property from RA/UGM (*Residential and Agricultural District, Urban Growth Management Area*) to C-2/UGM (*Community Shopping Center District, Urban Growth Management Area*).

EXECUTIVE SUMMARY

Joseph Guagliardo of Comprehensive Planning Associates, Inc., on behalf of the U.S. Postal Service, has filed Plan Amendment Application No. A-11-01, Rezone Application No. R-11-01, and Conditional Use Permit Application No. C-11-008 pertaining to approximately 2.78 acres of vacant property located on the south side of East Nees Avenue west of the Woodward Park Post Office, between North Bond and North First Streets (see attached vicinity map).

Plan Amendment Application No. A-11-01 proposes to amend the 2025 Fresno General Plan and Woodward Park Community Plan from the Public Facility – Elementary & Middle School planned land use designation to the Community Commercial planned land use designation.

Rezone Application No. R-11-01 proposes to reclassify the subject property from RA/UGM (*Residential and Agricultural District, Urban Growth Management Area*) to C-2/UGM (*Community Shopping Center District, Urban Growth Management Area*).

These applications have been filed to facilitate development of the property pursuant to Conditional Use Permit (CUP) Application No. C-11-008, which proposes to develop this 2.78 acres with a drive-through car wash fronting Nees Avenue, and two 5,640 sq. ft. buildings at the back (south end) of the property, each with 1,500 sq. ft. of office and 4,140 sq. ft. of storage. Subject to final (City Council) approval of the related plan amendment and rezone applications, the Development and Resource Management Director can consider the approval of this Conditional Use Permit (see attached CUP exhibits).

PROJECT INFORMATION

PROJECT	<p>Plan Amendment Application A-11-01 proposes to amend the 2025 Fresno General Plan and Woodward Park Community Plan from the Public Facility – Elementary & Middle School planned land use designation to the Community Commercial planned land use designation.</p> <p>Rezone Application R-11-01 proposes to reclassify the subject property from RA/UGM (<i>Residential and Agricultural District, Urban Growth Management Area</i>) to C-2/UGM (<i>Community Shopping Center District, Urban Growth Management Area</i>).</p> <p>These applications have been filed to facilitate development of the property pursuant to Conditional Use Permit Application No. C-11-008, which proposes to develop this 2.78 acres with a drive-through car wash and two 5,640 sq. ft. buildings, each to have 1,500 sq. ft. of office and 4,140 sq. ft. of storage.</p>
APPLICANT	Joseph Guagliardo of Comprehensive Planning Associates, Inc., on behalf of the U.S. Postal Service, property owner
LOCATION	<p>701 East Nees Avenue, on the south side of East Nees between North Bond and North First Streets, west of the Woodward Park Post Office (the westerly portion of APN 303-190-65T)</p> <p>(Council District 6, Lee Brand)</p>
SITE SIZE	Approximately 2.78 acres
PLANNED LAND USE	<p>Existing – Public Facility – Elementary & Middle School</p> <p>Proposed – Community Commercial</p>
ZONING	<p>Existing – RA/UGM, <i>Residential and Agricultural District, Urban Growth Management Area</i></p> <p>Proposed – C-2/UGM, <i>Community Shopping Center District, Urban Growth Management Area</i></p>
CONSISTENCY WITH PLAN DESIGNATION	<p>Pursuant to Table 2 of the 2025 Fresno General Plan (Planned Land Use and Zone District Consistency Matrix) and Section 12-403-B-1 (Zone District Consistency Table) of the Fresno Municipal Code, the C-2/UGM (<i>Community Shopping Center District, Urban Growth Management Area</i>) zone district classification proposed for the subject property may be found consistent with the proposed Community Commercial land use designation for the subject property.</p>

REPORT TO THE PLANNING COMMISSION

Plan Amendment A-11-01, Rezone R-11-01, Environmental Assessment A-11-01/R-11-01/C-11-008

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ENVIRONMENTAL FINDING	The Initial Study conducted for Environmental Assessment No. A-11-01/ R-11-01/C-11-008A resulted in a proposed finding of Mitigated Negative Declaration. A Notice of Intent to make this finding was published in the <i>Fresno Bee</i> and posted with the Fresno County Clerk on March 18, 2011.
PLAN COMMITTEE RECOMMENDATION	On January 31, 2011, the District 6 Plan Implementation Committee recommended approval of the entire project (plan amendment, rezone, and conditional use permit) by a unanimous vote of the four Committee members present (see attached Project Record).
STAFF RECOMMENDATION	<u>Recommend Approval (to the City Council)</u> of (1) the adoption of a finding of Mitigated Negative Declaration for Environmental Assessment No. A-11-01/R-11-01/C-11-008; (2) Plan Amendment Application No. A-11-01 to amend the 2025 Fresno General Plan and Woodward Park Community Plan from the "Public Facility - Elementary & Middle School" planned land use designation to the "Community Commercial" planned land use designation; and (3) Rezone Application No. R-11-01 to reclassify the subject property from RA/UGM (<i>Residential and Agricultural District, Urban Growth Management Area</i>) to C-2/UGM (<i>Community Shopping Center District, Urban Growth Management Area</i>).

BORDERING PROPERTY INFORMATION

	Planned Land Use	Existing Zoning	Existing Land Use
North	Neighborhood Commercial	C-1/UGM/cz <i>Neighborhood Shopping Center District, urban Growth Management Area, conditions of zoning</i>	shopping center partially developed, with a drug store and a restaurant
East	Public Facility	RA/UGM <i>Residential and Agricultural District, urban Growth Management Area</i>	Woodward Park Post Office
South	Public Facility – Elementary & Middle School	RA/UGM <i>Residential and Agricultural District, urban Growth Management Area</i>	Kastner Intermediate School and a pedestrian trail along the southern border of the subject property
West	Community Commercial	C-2/UGM/cz <i>Community Shopping Center District, Urban Growth Management Area, conditions of zoning</i>	fully developed shopping center with a major grocery store and other retail tenants

ENVIRONMENTAL FINDING

An environmental assessment initial study was prepared for this project in accordance with the requirements of California Environmental Quality Act (CEQA) Statutes and Guidelines. This process included the distribution of requests for comment from other responsible or affected agencies and departments, and other interested parties of record.

Preparation of the environmental assessment necessitated a thorough review of the proposed project and relevant environmental issues and considered previously prepared environmental and technical studies pertinent to the Woodward Park Community Plan area, including City of Fresno Master Environmental Impact Report (MEIR) No. 10130 certified for the 2025 Fresno General Plan (SCH#2001071097) and the City's approved Mitigated Negative Declaration (MND) for the Air Quality Update to the General Plan, Plan Amendment A-09-02 (SCH#2009051016). These environmental and technical studies examined issues relating to the subject property and proposed development, including projected wastewater generation, capacity of sanitary sewer collection and treatment facilities; groundwater conditions; water supply production and distribution system capacities; traffic carrying capacity of the planned major street system; and school facility siting.

The proposed amendment of the adopted 2025 Fresno General Plan, has been determined to not be fully within the scope of MEIR No. 10130 as provided by the CEQA Statutes/Public Resources Code (PRC) Section 21157.1(d)) and the CEQA Guidelines (California Code of Regulations Title 14, Chapter 3, Article 11.5) Section 15177(c).

Based upon evidence in the administrative record and the list of identified mitigation measures for the project, it has been determined that the project will not have a significant adverse impact on the environment and that the filing of a Mitigated Negative Declaration would be appropriate, in accordance with the provisions of PRC Section 21157.5(a)(2) and CEQA Guidelines subsections 15178(b)(1) and (2).

- All applicable mitigation measures of MEIR No. 10130 and MND No. A-09-02 have been applied to the project (see MEIR Mitigation Checklist appended to the Initial Study for Environmental Assessment No. A-11-01/R-11-01/C-11-008).
- Project-specific mitigation measures have been applied to assure that the project will not cause significant adverse cumulative impacts or irreversible significant effects beyond those identified by MEIR No. 10130 or MND No. A-09-02, as provided by CEQA Section 15178(a). The mitigation measure checklist for project-specific mitigation measures is also appended to the Initial Study.
- In addition, pursuant to Public Resources Code, Section 21157.6(b)(1), staff has determined that no substantial changes have occurred with respect to the circumstances under which the MEIR was certified and that no new information, which was not known and could not have been known at the time that the MEIR was certified as complete, has become available.

On March 18, 2011, a Notice of Intent for a proposed finding of Mitigated Negative Declaration for this project was published in the *Fresno Bee* and filed with the Fresno County Clerk. As of the date of preparation of this staff report, no inquiries, comments or appeals have been received. Staff supports a Commission recommendation to the City Council to approve this finding of Mitigated Negative Declaration for Plan Amendment Application A-11-01 and Rezone Application R-11-01.

BACKGROUND / ANALYSIS

As noted above, Joseph Guagliardo of Comprehensive Planning Associates, Inc., on behalf of the U.S. Postal Service, has filed Plan Amendment Application No. A-11-01, Rezone Application No. R-11-01, and Conditional Use Permit Application No. C-11-008 to facilitate development of the property pursuant to Conditional Use Permit Application No. C-11-008, which proposes to develop this 2.78 acre property with a drive-through car wash and two 5,640 sq. ft. buildings, each to have 1,500 sq. ft. of office and 4,140 sq. ft. of storage.

At the time of submittal, this 2.78 acres was a part of the larger (8± acre) parcel, APN 303-190-65T, owned by the U.S. Postal Service (USPS). The property involved in the current plan amendment, rezone, and conditional use permit applications comprises a remnant of land left over after development of the Woodward Park Post Office. Clovis Unified School District relinquished its interest in this parcel when a post office was proposed for the site. The USPS worked with the City of Fresno when the Woodward Park Post Office was developed, to ensure that appropriate dedications and frontage improvements were done along East Nees Avenue.

As a sovereign government agency, the USPS is exempt from requirements of the California Subdivision Map Act (California Government Code Sections 66410 *et. seq.*) and may create new parcels by deeding portions of existing parcels. When completed this spring, the real estate transaction on the subject property is expected to yield three parcels. After that transaction is completed, approval can proceed for CUP Application No. C-11-008 related to the plan amendment and rezone applications currently being considered. Ultimate division of the property is not material for consideration of these plan amendment and rezone applications.

Land Use Plans and Policies

The attached map of planned land uses in the project vicinity shows that the subject property lies between existing Community Commercial and Public Facility planned land uses, both developed according to their planned uses. The effect of Plan Amendment A-11-01 would be to merely shift the boundary of the Community Commercial planned land use eastward a distance of 150 to 220 feet.

The proposed project is considered to be "infill development" because it utilizes a vacant remnant of land in an area otherwise that is fully developed with urban uses. The intensity of development proposed by CUP Application No. C-11-008, its architectural style, and its preservation of existing frontage features of the area, provides a smooth transition between the supermarket on the west side of the property and the Post Office to the east.

This project is consistent with the following General Plan Goals, Objectives and policies:

Goal 3. Preserve and revitalize neighborhoods...

Objective C-15. Provide infill opportunities that will revitalize the ... neighborhoods of Fresno...and improve the overall quality of the urban environment.

Objective C-17. Encourage and facilitate urban infill by building and upgrading community and neighborhood public infrastructure and services that will enhance public health and convenience and the overall experience and quality of city living....

Objective C-20. As part of the city's project review process, major emphasis will be given to site and building design in order to preserve functionality and community aesthetics.

Policy C-20-a. Utilize plan implementation/advisory committees, as established through adopted community plans and/or specific plans and City Council actions, to review and make recommendations on proposed developments.\

Policy C-20-e. Development projects shall include aesthetic measures which support functionality and add to the appearance and livability of the community.

The proposed project utilizes land which has little feasible development potential if it remained a small remnant planned for Public Facility use, and which would otherwise attract nuisances as a vacant lot. The District 6 Plan Implementation Committee reviewed the project and unanimously endorsed its features. Development proposed by CUP Application No. C-11-008 maintains landscaping setbacks and characteristics established in the vicinity, and the architectural style for its proposed buildings is compatible with the Post Office and the abutting shopping center.

Goal 9. Provide activity centers and intensity corridors within plan areas to create a mix of land uses and amenities to foster community identity and reduce travel.

Objective C-12. Commercial land uses shall be classified, located, sized and developed to meet needs for goods and services while minimizing travel requirements, infrastructure demands, and adverse impacts.

Policy C-12-d. Plan for the appropriate location, size, and distribution of neighborhood and community commercial uses to implement the planned urban form, promote the stability and identity of neighborhood and community areas, and allow efficient access without compromising the operational effectiveness of planned major streets.

- Neighborhoods should be anchored by commercial centers with a mix of uses that meet that area's needs to achieve activity centers that create a sense of place.
- Community commercial centers should be located at designated activity centers....

The proposed car wash and office buildings provide amenities in this location which would serve local needs and would reduce driving to other locales. By sharing a driveway with the Post Office, and by preserving access to the pedestrian trail along its southern edge, the project helps reduce vehicular miles traveled.

Similarly, the goals, objectives, and policies of the Woodward Community Plan are directed toward: providing for aesthetically pleasing neighborhoods, commercial development that provides an appropriate level of goods and services in accessible locations, and providing for compatibility in uses and architecture at interfaces between differing types of development. The proposed project furthers those goals, objectives, and policies.

Zoning Consistency

Pursuant to Table 2 of the 2025 Fresno General Plan (Planned Land Use and Zone District Consistency Matrix) and Fresno Municipal Code Section 12-403-B-1 (Zone District Consistency Table), the proposed C-2/UGM (*Community Shopping Center District, Urban Growth Management Area*) zone district classification proposed for the subject property would be consistent with the proposed Community Commercial land use designation.

The development proposed by Conditional Use Permit Application No. C-11-008 is consistent with the proposed C-2/UGM zoning and with the proposed land use designation for the subject site.

TRANSPORTATION AND CIRCULATION

The subject property is located on the south side of East Nees Avenue between North Bond and North First Streets. Both roadways are divided arterials and are fully developed in the vicinity of the project. As noted above, East Nees Avenue provides access to the property; dedications and frontage improvements for this property were previously done when the Woodward Park Post Office was approved.

According to factors from the Traffic Engineers (ITE) Trip Generation Manual, buildout of the current Public Facility Planned land use would generate 304 average daily trips (ADT) on the subject property, with 24 trips during the morning (AM) peak travel period and 82 trips during the evening (PM) peak travel period.

While the 2025 Fresno General Plan's cumulative traffic impact study projected a Level of Service (LOS) lower than "D" for the First & Nees intersection and the First – Millbrook segment of East Nees Avenue at full buildout of planned land uses depicted in the 2025 Fresno General Plan, a finding of over-riding consideration was made in certifying the MEIR for many intersections and roadway segments where traffic modeling predicted a LOS below "D." It was deemed infeasible and ultimately more deleterious to add additional lanes (width) to all these roadways just to maintain LOS "D" or better for the very limited AM and PM peak travel periods. The finding of over-riding consideration included the First & Nees intersection and the segment of East Nees Avenue abutting the subject property.

This issue was re-examined when Plan Amendment Application No. A-11-01 was submitted for review. The City of Fresno requires that a traffic impact study (TIS) be prepared for each plan amendment application, in order to re-evaluate the cumulative analysis contained in the MEIR for the 2025 Fresno General Plan, and in order to determine the need for project-specific mitigation measures.

The December 22, 2010 TIS for this project was prepared by TJKM Transportation Consultants and was reviewed by the City's Traffic Engineer, who concurred with its study methodology and findings. The TIS contains a more detailed analysis of projected vehicle trips than general "boilerplate" data from the ITE Trip Generation Manual. A 4,852 sq. ft. car wash with three employees would generate 592 ADT, 38 of which are estimated to occur during the AM peak hour and 76 of which are projected to

occur during the PM peak hour. Analysis of the office/storage buildings by aggregating of their square footages by use (3,000 total sq. ft. of total office space and 8,280 sq. ft. of small warehouse space) yields 54 ADTs, with 6 a.m. peak hour trips and an equal number of p.m. peak hour trips. The TIS conducted for this project also included analysis of existing and projected traffic conditions in the vicinity. The First – Bond segment of East Nees Avenue was evaluated and determined to be operating at LOS "D". The proximal First & Nees intersection was also determined to be operating at LOS "D." Upon completion of the proposed project, these LOS ratings are not projected to change.

The project-specific mitigation measures proposed by the Traffic Engineer in his March 10, 2011 TIS review letter (copy attached to EA No. A-11-01/R-11-01/C-11-008) include payment of City and Regional transportation and signalization mitigation and impact fees, as well as compliance with Traffic Engineering Division requirements for the site plan associated with Conditional Use Permit Application No. C-11-008.

The TIS notes that FAX routes 34, 38 and 58 transit Nees Avenue with stops on the southeast and northwest corners of the First & Nees intersection. These routes provide transportation to downtown Fresno, RiverPark, Fashion Fair, CSU Fresno, libraries in northeast Fresno, and several high schools. Bike lanes already exist on North First Street and East Nees Avenue in the project vicinity. As noted above, there is an urban trail developed in the transmission line easement from Bond Street to First Street. This trail extends south, past the Kastner Intermediate School campus, following the Bond Street alignment to Herndon Avenue where it links with other elements of the City's urban trail system.

California Department of Transportation Division 6 staff reviewed the TIS and the project description, and indicated that they had no comment with regard to state transportation facilities.

In summary, this project does represent an increase in traffic above that expected from buildout of the currently planned land use for the subject property, but the project includes features which would reduce vehicular travel and would lessen impacts on major streets and major street intersections in the vicinity. The project would include ongoing access to the pedestrian pathway at its southerly boundary, facilitating non-motorized travel. The proposed car wash/office development is designed to share its main entry driveway with the Woodward Park Post Office, so that persons could travel between the Post Office and the project without going onto Nees Avenue. Furthermore, a cross-access is being negotiated with the commercial property owner to the west, which would facilitate unification of existing and planned community commercial internal circulation (it would allow drivers to access North First Street without having to go east on Nees Avenue and then make a U-turn). This project provides the means to integrate the Woodward Park Post Office into internal commercial circulation of the entire southeast corner of First & Nees.

PUBLIC SERVICES

The Department of Public Utilities (DPU) has determined that adequate sanitary sewer and water services will be available to serve the proposed project, subject to implementation of the 2025 Fresno General Plan policies, the mitigation measures of MEIR No. 10130 as amended by the MND for A-09-02, the Urban Water Management Plan, and technical studies relating to wastewater collection and treatment.

Water and sewer requirements and impact fees are tailored to local conditions and infrastructure, hence the retention of "Urban Growth Management" overlay districts at City fringe areas and specialized UGM

requirements and fees necessary for incremental completion and expansion of facilities for water supply, treatment, and storage and wastewater conveyance and treatment.

Memoranda from the Department of Public Utilities, both dated January 26, 2011 (copies attached to EA No. A-11-01/R-11-01/C-11-008), reference UGM requirements as well as requirements for standard connections and installations of water and wastewater facilities on- and off-site. The proposed car wash is additionally subject to project-specific mitigation measures requiring water conservation features and grease/grit traps for wastewater pretreatment.

The City of Fresno Fire Department has conditioned the proposed project with requirements for installation of a private fire hydrant and the provision of adequate fire flows per Public Works Standards. Additionally, the proposed project will be required to designate specific locations within the proposed private street network as "Fire Lanes", with on-street parking restrictions in order to accommodate emergency vehicle movements. The office/storage buildings will require installation of sprinklers (they are over 5,000 square feet in size). Fire Station 13 is located at the southwest corner of Nees Avenue and Bond Street (on the east side of the Woodward Park Post Office), so emergency response "running distance" would be short and response time would be well within established standards.

Fresno Metropolitan Flood Control District (FMFCD) has indicated that permanent drainage service is available, master drainage facilities have already been installed, and drainage fees have already been paid for the subject property. The proposed project will be subject to compliance with the conditions submitted by the FMFCD for the proposed project dated February 10, 2011 (a copy of that Notice is attached to EA No. A-11-01/R-11-01/C-11-008).

A "grade break" traverses the subject property, which causes its runoff to be diverted into two directions and ultimately to be discharged into two different FMFCD drainage basins. Drainage from the northerly portion of the property will be directed to a drain inlet on Nees Avenue, ultimately reaching FMFCD Basin CW. Drainage from the southerly portion of the property needs to be directed to properties either to the east or west, ultimately reaching FMFCD Basin CN. If drainage is to be directed to the west, the cross-access agreement (covenant) with the abutting shopping center property will need to include provisions for cross-drainage. When the site grading permit is submitted prior to construction of the improvements depicted in CUP Application No. C-11-008, City staff will ensure that FMFCD engineering staff has reviewed and approved the grading and drainage plans prior to the City approving these plans. FMFCD further requires that car wash water be directed to the sanitary sewer system and not to the storm drainage system; a project-specific mitigation measure addresses this.

DISTRICT 6 PLAN IMPLEMENTATION COMMITTEE AND OTHER PUBLIC OUTREACH

On January 31, 2011, the project applicant team (planning consultant Joseph Guagliardo and architect Robert Vermeltfoort) met with the District 6 Plan Implementation Committee. The Committee unanimously approved the proposed plan amendment, rezone, and conditional use permit, with favourable comments on project design (see Project Record form attached to this report).

As noted previously, notice of the proposed finding of Mitigated Negative Declaration for EA No. A-11-01/R-11-01/C-11-008 was published in the *Fresno Bee* on March 18, 2011, with no inquiries, comments, or appeals received. On April 8, Notice of the Planning Commission hearing on the plan amendment, rezone, and environmental assessment was posted at the subject property, published in the *Bee* and was mailed to owners of property within 500 feet of the proposed project (75 copies of the

notice were distributed). As of the date this report was prepared, no inquiries, comments or appeals have been received.

CONCLUSION

Action by the Planning Commission regarding Plan Amendment Application No. A-11-01, Rezone Application No. R-11-01, and associated Environmental Assessment No. A-11-01/R-11-01/C-11-008 will be a recommendation to the City Council. The tentative Council hearing date for these applications is Thursday, May 19, 2011.

As noted previously, approval of Conditional Use Permit Application No. -11-008 can proceed when the sale transaction is completed by the USPS, creating the three-parcel configuration for the subject property as depicted in the exhibits for CUP Application C-11-008. The Development and Resource Management Director can then issue a Notice of Granting, subject to City Council approval of the Mitigated Negative Declaration and the plan amendment and rezone applications.

Attachments: Vicinity Map

2008 aerial photograph

Current Land Use Map for project vicinity

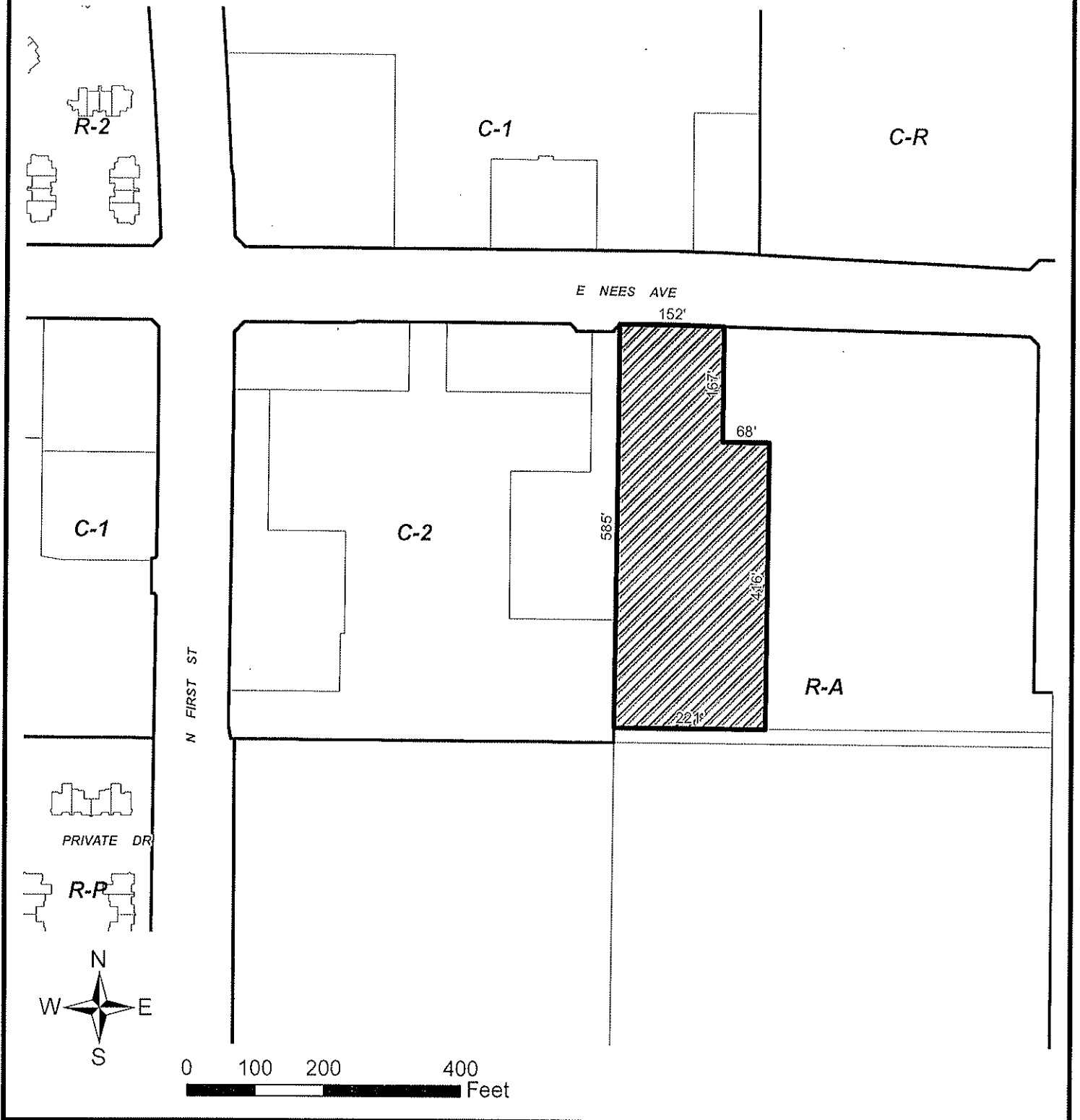
Exhibits for Conditional Use Permit Application No. C-11-008 associated with Plan Amendment Application No. A-11-01 and Rezone Application No. R-11-01

Project Record from the January 31, 2011 District 6 Plan Implementation Committee

Planning Commission Public Hearing Notice and map outlining radius for mailed notices

Environmental Assessment No. A-11-01/R-11-01/C-11-008, which resulted in a proposed finding of Mitigated Negative Declaration dated March 18, 2011. Letters and memoranda attached to the EA contain comments and conditions from responding agencies.

VICINITY MAP



A-11-01, R-11-01, C-11-008

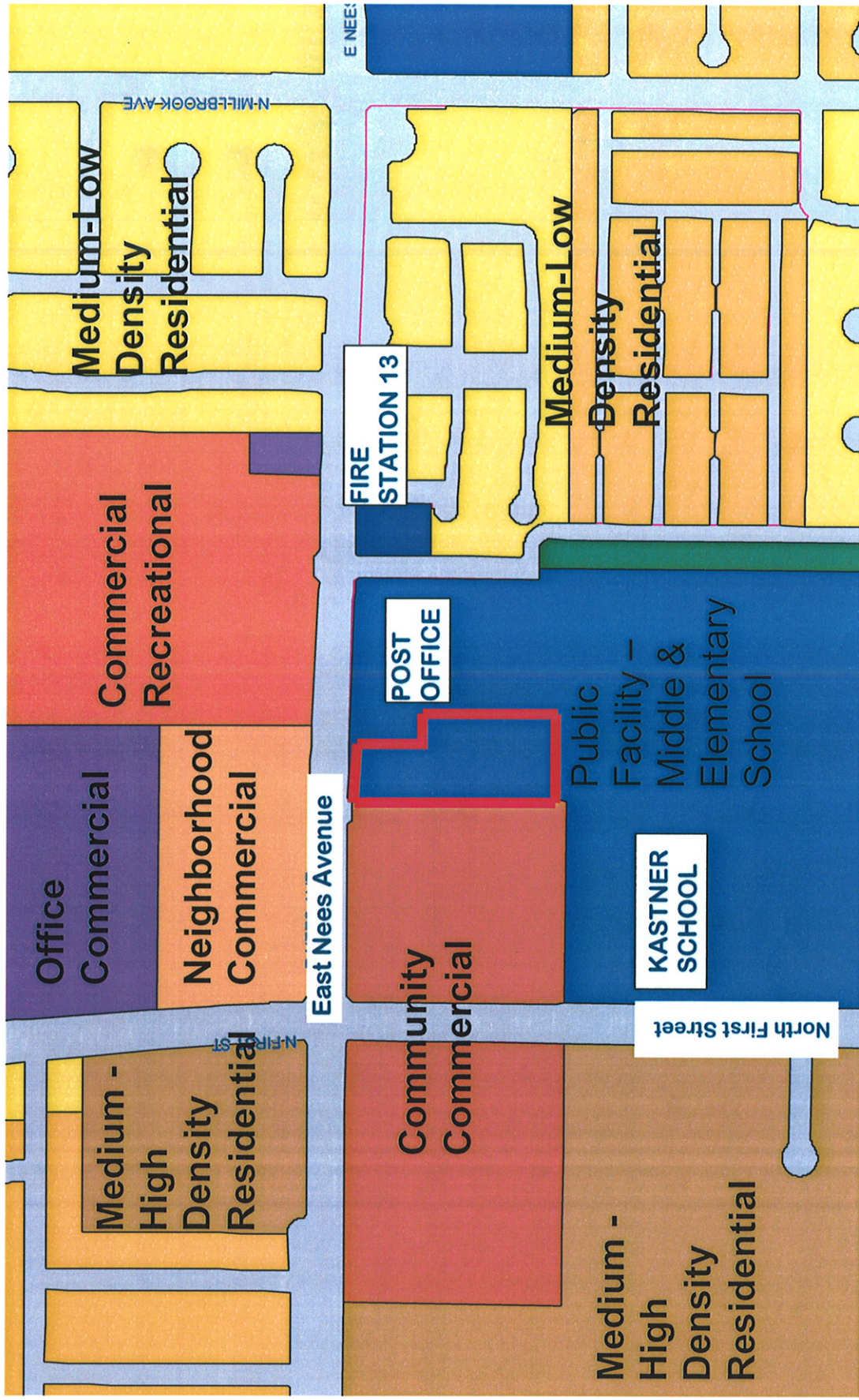
APN: 303-190-65

701 East Nees Avenue



R-A/UGM to C-2/UGM, 2.69 Acres

Public Facility – Middle &
Elementary School to
Community Commercial



A-11-01, R-11-01, C-11-008, Map of Current Planned Land Uses



A-11-01, R-11-01, C-11-008, Aerial Photo (2008)

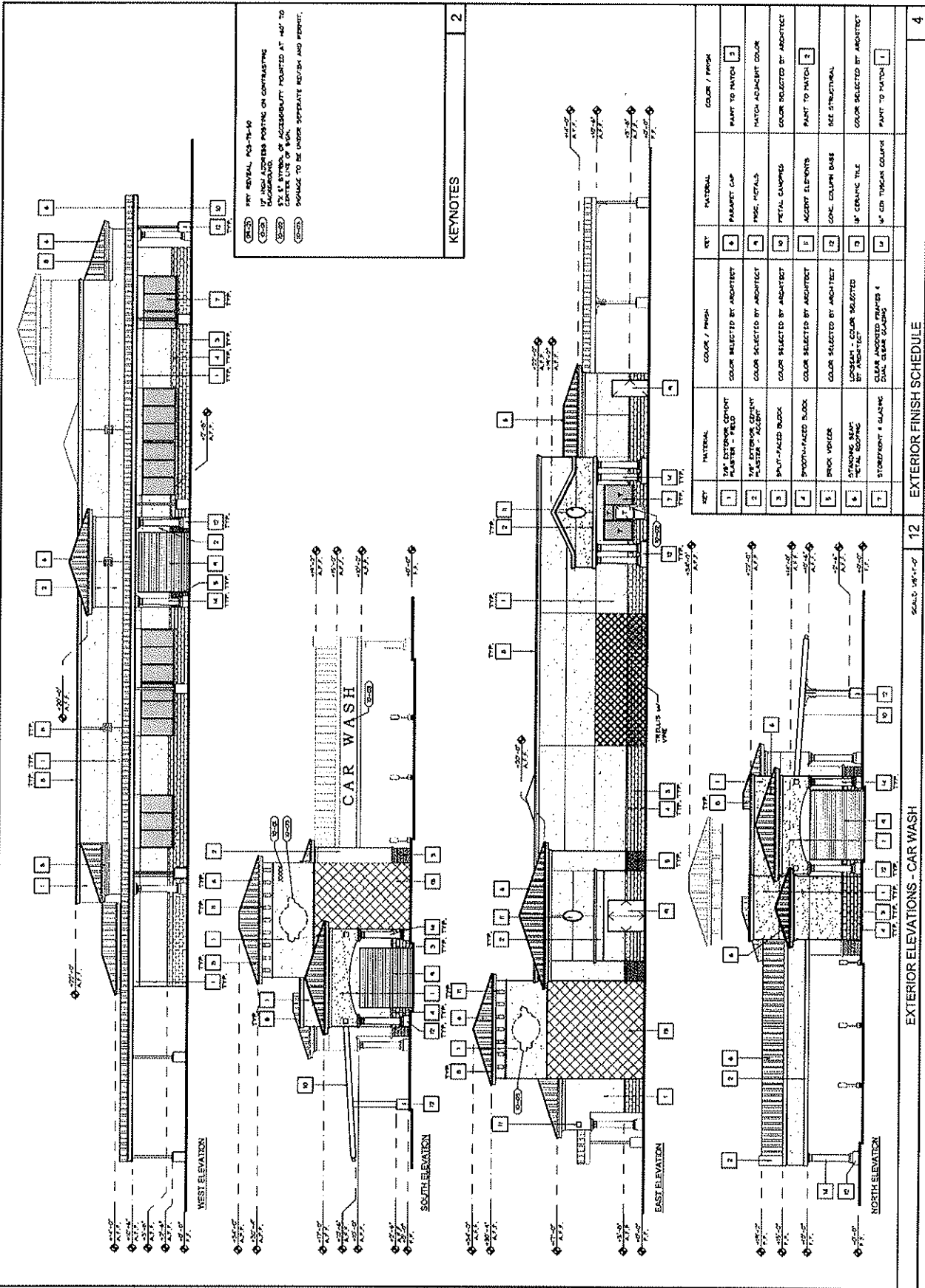
DATE	REVISION

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 Architecture and Planning
 8525 North Cedar Avenue
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 Fresno, California 93720
 Office: 559.432.6144
 Fax: 559.432.6745



PROPOSED SURF-THRU CAR
 WASH @ S.E.C. OF FIRST &
 NEES AVENUES
 FRESNO, CALIFORNIA
 EXTERIOR ELEVATIONS - CAR WASH

DRAWN BY: N.
 PROJECT NO.: 10053
 SHEET: A300
 DATE: 11-1-10



KEY	MATERIAL	COLOR / FINISH	KEY	MATERIAL	COLOR / FINISH
1	24" EXTERIOR CORNER PLASTER - FELD	COLOR SELECTED BY ARCHITECT	8	PARAMET CAP	PANTO TO MATCH 3
2	24" EXTERIOR CORNER PLASTER - FELD	COLOR SELECTED BY ARCHITECT	9	MISC. METALS	MATCH ADJACENT COLOR
3	SPALT-FACED BLOCK	COLOR SELECTED BY ARCHITECT	10	METAL CLAMPERS	COLOR SELECTED BY ARCHITECT
4	SPALT-FACED BLOCK	COLOR SELECTED BY ARCHITECT	11	AGENT ELEMENTS	PANTO TO MATCH 2
5	SPALT-FACED BLOCK	COLOR SELECTED BY ARCHITECT	12	CONC. COLUMN BASE	SEE STRUCTURAL
6	SPALT-FACED BLOCK	COLOR SELECTED BY ARCHITECT	13	4" CERAMIC TILE	COLOR SELECTED BY ARCHITECT
7	STANDING SEAM METAL ROOFING	LOGSLEAT - COLOR SELECTED BY ARCHITECT	14	4" CON. TYPICAL COLUMN	PANTO TO MATCH 1
8	STANDING SEAM METAL ROOFING	CLEAR ANODIZED FINISHES 4			
9	STANDING SEAM METAL ROOFING	CLEAR ANODIZED FINISHES 4			
10	STANDING SEAM METAL ROOFING	CLEAR ANODIZED FINISHES 4			

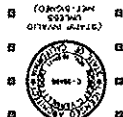
EXTERIOR FINISH SCHEDULE

EXTERIOR ELEVATIONS - CAR WASH

DATE	REVISION

THESE ELEVATIONS HAVE BEEN
DESIGNED TO BE CONFORMANT WITH
THE CALIFORNIA BUILDING CODE
AND THE CALIFORNIA FIRE CODE
AND TO BE IN ACCORDANCE WITH
THE CALIFORNIA PLANNING AND
ZONING ACT.

VERMELHORST ARCHITECTS, INC.
Architects and Planners
8525 North Cedar Avenue
Suite 100
Fremont, California 94520
Office: 559.432.6744
Fax: 559.432.6745



PROPOSED SURF-THRU CAR
WASH @ S.E.C. OF FIRST &
NEES AVENUES
FREMONT, CALIFORNIA
EXTERIOR ELEVATIONS - OFFICES

DATE:	12-2-10
BY:	ML
PROJECT NO.:	0000
SCALE:	1/8" = 1'-0"

A301

IF HIGH ADDRESS POSTING ON CONTRASTING BACKGROUND:

KEYNOTES	
KEY	MATERIAL
1	1/4" EXTERIOR CORNER PLASTER - FELD
2	1/4" EXTERIOR CORNER PLASTER - ALBERT
3	1/4" EXTERIOR CORNER PLASTER - ALBERT
4	1/4" EXTERIOR CORNER PLASTER - ALBERT
5	1/4" EXTERIOR CORNER PLASTER - ALBERT
6	1/4" EXTERIOR CORNER PLASTER - ALBERT
7	1/4" EXTERIOR CORNER PLASTER - ALBERT
8	1/4" EXTERIOR CORNER PLASTER - ALBERT
9	1/4" EXTERIOR CORNER PLASTER - ALBERT
10	1/4" EXTERIOR CORNER PLASTER - ALBERT
11	1/4" EXTERIOR CORNER PLASTER - ALBERT
12	1/4" EXTERIOR CORNER PLASTER - ALBERT
13	1/4" EXTERIOR CORNER PLASTER - ALBERT
14	1/4" EXTERIOR CORNER PLASTER - ALBERT
15	1/4" EXTERIOR CORNER PLASTER - ALBERT
16	1/4" EXTERIOR CORNER PLASTER - ALBERT
17	1/4" EXTERIOR CORNER PLASTER - ALBERT
18	1/4" EXTERIOR CORNER PLASTER - ALBERT
19	1/4" EXTERIOR CORNER PLASTER - ALBERT
20	1/4" EXTERIOR CORNER PLASTER - ALBERT
21	1/4" EXTERIOR CORNER PLASTER - ALBERT
22	1/4" EXTERIOR CORNER PLASTER - ALBERT
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OPERATONAL STATEMENT
NEES AVENUE CAR WASH AND OFFICES
APN 303-190-60T (Port)

OWNER

General Services Administration
c/o USPS
715 E. Nees
Fresno, CA 93720

APPLICANT

Robert Vermeltfoort, AIA
Vermeltfoort Architects, Inc.
8525 N. Cedar Avenue
Fresno, CA 93720
559-432-6744
Rcv-vai@sbcglobal.net

REPRESENTATIVES

Joe Guagliardo
Comprehensive Planning Associates, Inc.
5414 E. Pitt
Fresno, CA 93727
559-259-5000
joe.guagliardo@comcast.net

Mr. Robert Vermeltfoort, AIA
Vermeltfoort Architects, Inc.
8525 N. Cedar Avenue
Fresno, CA 93720
559-432-6744
rcv-vai@sbcglobal.net

BACKGROUND

The United States Postal Service (USPS) currently operates a post office at 715 E. Nees Avenue. This facility is located on 8.18 acres +/- . However, approximately 2.78 +/- acres of property on the west side of the parcel is vacant and unimproved. The USPS has no plans to develop this property. To the west of this property is a 10 +/- acre shopping center. The shopping center is located on the SEC of N. First Street and E. Nees Avenue.

As noted, Subject Property is surrounded by a mix of land uses. The existing general plan land use designations, zoning and use for the properties surrounding the Subject Property are provided in the following table.

	General Plan Land Use Designation	Zoning	Use
North	Commercial-Neighborhood	C-1	Vacant/Restaurant
South	Public Facility	R-A	School
East	Public Facility-School	R-A	United States Post Office
West	Commercial-Community	C	Shopping Center

In order to develop the proposed project it is necessary to complete a variety of entitlement applications. Among those are the approval of a General Plan Amendment (GPA) and Rezoning Application (AA). The existing and proposed land use and zoning designations are as follows:

	Existing	Proposed
General Plan Land Use Designation	Public Facility – Elementary/Middle School	Commercial-Community
Zoning	R-A (Residential Agricultural)	C-2 (Community Commercial)

In addition, as provided in § 12.218.3.B.5.a of the City of Fresno Zoning ordinance, a Conditional Use Permit (CUP) is being processed to allow the operation of a mechanical car wash. In addition, two office buildings, each with 1,500 +/- square feet of office buildings and 4,000 +/- of storage are proposed for development at the rear of the site.

PROPOSAL

The property is proposed to be acquired from the USPS and developed with a drive thru car wash and office uses. A General Plan Amendment (GPA), rezoning and conditional use permit (CUP) will be processed concurrently. The mechanical car wash will be located towards the north end of the property and will include extensive landscaping and highly detailed exterior.

DAYS AND HOURS OF OPERATION

The car wash will operate seven days a week and will be closed for major holidays. The operational hours for the facility will be as follows:

Monday – Friday	7:00 am – 9:00 pm
Saturday	7:00 am – 9:00 pm
Sunday	7:00 am – 9:00 pm

The offices will typically operate from 8:00 am to 5:00 pm Monday through Friday. It is possible that the office hours will extend beyond those typical hours.

EMPLOYEES

There will be a minimum of three (3) car wash employees on site during the operational hours of the carwash.

The office will have from 5-10 employees each.

DELIVERIES

Other than regular package deliveries (UPS, FedEx, etc.) no deliveries are anticipated to the site.

CAR WASH OPERATIONS

The car wash will have an attendant that greets the customers and collects the payment. The car wash operation is essentially automatic and generates very low noise levels. The attached noise study, indicates that noise levels do not exceed 65dB at the property line.

The car wash recycles most of the water used in the process. Therefore, the actual water demand is much lower than what is used by the average homeowner. Moreover, based on information provided in a study prepared by the International Car Wash Association entitled, Water Use In the Professional Car Wash Industry (2002) it can be assumed that the project will reclaim and reuse 37% – 63% of the water used in the car wash process.



DISTRICT 6 PLAN IMPLEMENTATION COMMITTEE

PROJECT REVIEW January 31, 2011

Project Record

Item 4b

PROJECT INFORMATION

Plan Amendment Application No. A-11-001, Rezone Application No. R-11-001, and Conditional Use Permit Application No. C-11-008 were filed by Joseph Guagliardo of Comprehensive Planning Associates, Inc., on behalf of the United States Postal Service (USPS), and pertains to approximately 2.78 acres of vacant property located on the south side of East Nees Avenue between North First Street and North Bond Avenue (vacant, unimproved west side of the parcel). Plan Amendment Application No. A-11-001 proposes to amend the 2025 Fresno General Plan and the Woodward Park Community Plan from public facility-elementary/middle school planned land use designation to the community commercial land use designation. Rezone Application No. R-11-001 proposes to reclassify the property from R-A/UGM (Single Family Residential Agricultural/Urban Growth Management) to C-2/UGM (Community Shopping Center/Urban Growth Management) zone district. Conditional Use Permit Application No. C-11-008 proposes a drive-through car wash and two 5,640 square-foot buildings (each building to have 1,500 square feet of office uses and 4,140 square feet storage space).

COMMITTEE RECOMMENDATION

☐ APPROVE ☐ APPROVE WITH CONDITIONS ☐ DENY ☐ NO ACTION

	O'Brien	Brown	Forrest	Johnson	McLoughlin	Sidhu	Walker
Approve		✓	S		✓		M
Deny							
Abstain							
Absent	X			X		X	

COMMITTEE CONDITIONS / COMMENTS Joe G. and Robert Vermeltfoort were in attendance to represent the project. Property designated as Public Facility. Clients want to make the building fit in with the neighborhood as much as possible. 30-feet of landscaping along Nees. 1 office space will be used for car wash admin. building w/ some storage. Sound study shows noise at 51 decibels. Facility is manned by 3 people. They don't know what type of trees will be there. Committee liked the project overall.

Staff Liaison:

[Signature]

Date:

1-31-11

CITY OF FRESNO
DEVELOPMENT AND RESOURCE MANAGEMENT DEPARTMENT

NOTICE OF PUBLIC HEARING

PLAN AMENDMENT APPLICATION NO. A-11-01
REZONE APPLICATION NO. R-11-01 and
ENVIRONMENTAL ASSESSMENT APPLICATION NO. A-11-01/R-11-01/C-11-008

NOTICE IS HEREBY GIVEN that the Fresno City Planning Commission, in accordance with California Government Code Sections 65090 and 65091 (Planning and Zoning Law) and in accordance with the provisions of the Fresno Municipal Code (Chapter 12, Articles 4 and 6), will conduct a public hearing to consider its recommendation regarding Plan Amendment Application No. A-11-01 and Rezone Application No. R-11-01, filed by Joseph Guagliardo of Comprehensive Planning Associates, Inc, on behalf of the United States Postal Service (property owner), and will also consider Environmental Assessment No. A-11-01/R-11-01/C-11-008 prepared for these applications and for related Conditional Use Permit Application No. C-11-008. These applications pertain to approximately 2.78 acres of property located on the south side of East Nees Avenue between North First Street and North Bond Avenue, consisting of vacant land located at 701 East Nees Avenue, west of the Post Office on Assessor's Parcel No. 303-190-65T.

The Planning Commission and City Council will consider the following:

1. **Plan Amendment Application No. A-11-01** proposes to amend the 2025 Fresno General Plan and Woodward Park Community Plan from the public facility-elementary/middle school planned land use designation to the community commercial land use designation.
2. **Rezone Application No. R-11-01** proposes to reclassify the property from the R-A/UGM (*Single Family Residential Agricultural/Urban Growth Management*) zone district to the C-2/UGM (*Community Shopping Center/Urban Growth Management*) zone district.
3. **Environmental Assessment (EA) No. A-11-01/R-11-01/C-11-008** recommends that a Mitigated Negative Declaration be adopted for the above plan amendment and rezone applications and for related Conditional Use Permit Application No. C-11-008 which proposes a drive-through car wash and two 5,640 square-foot buildings on the subject property (each building to have 1,500 square feet of office uses and 4,140 square feet storage space).

Note: At a later public hearing, the Fresno City Council will consider the Planning Commission's recommendation when it deliberates on final approval of Plan Amendment A-11-01, Rezone R-11-01, and EA No. A-11-01/ R-11-01/C-11-008. The Development and Resource Management Director can consider approval of Conditional Use Permit Application No. C-11-008 subsequent to City Council approval of the related Plan Amendment and Rezone Applications.

FRESNO CITY PLANNING COMMISSION

Date: Wednesday, April 20, 2011

Time: 6:00 p.m., or thereafter

Place: City Hall Council Chamber, 2nd floor
2600 Fresno Street, Fresno, CA 93721

For additional information, contact **Sandra Brock** at the **Current Planning Division of the Development and Resource Management Department, Fresno City Hall, 2600 Fresno Street 3rd Floor, Fresno, California 93721-3604; telephone number (559) 621-8041; fax number (559) 498-1026; e-mail: sandra.brock@fresno.gov**

Any interested person may appear at the public hearing and present written testimony, or speak in favor or against the project proposal. Your comments are welcomed and will be considered in the final decision. If you challenge any of the above applications in court, you may be limited to raising only those issues, you, or someone else, raised at the public hearings described in this notice, or in written correspondence delivered to the Planning Commission or City Council at, or prior to, the public hearings. The Planning Commission's recommendation pertaining to the plan amendment and sphere of influence modification and the environmental assessment for those applications, will be considered by the City Council.

NOTE: This public hearing notice is sent to surrounding property owners within 500 feet of the project site pursuant to the requirements of Fresno Municipal Code Section 12-608-A.

JOHN M. DUGAN, AICP, Secretary
Fresno City Planning Commission

DATED: April 8, 2011
APN: 303-190-65T

PLEASE SEE MAP ON THE REVERSE SIDE OF THIS NOTICE



S. Brock

DEVELOPMENT AND RESOURCE MANAGEMENT DEPARTMENT

2600 FRESNO ST

FRESNO CA 93721-3604

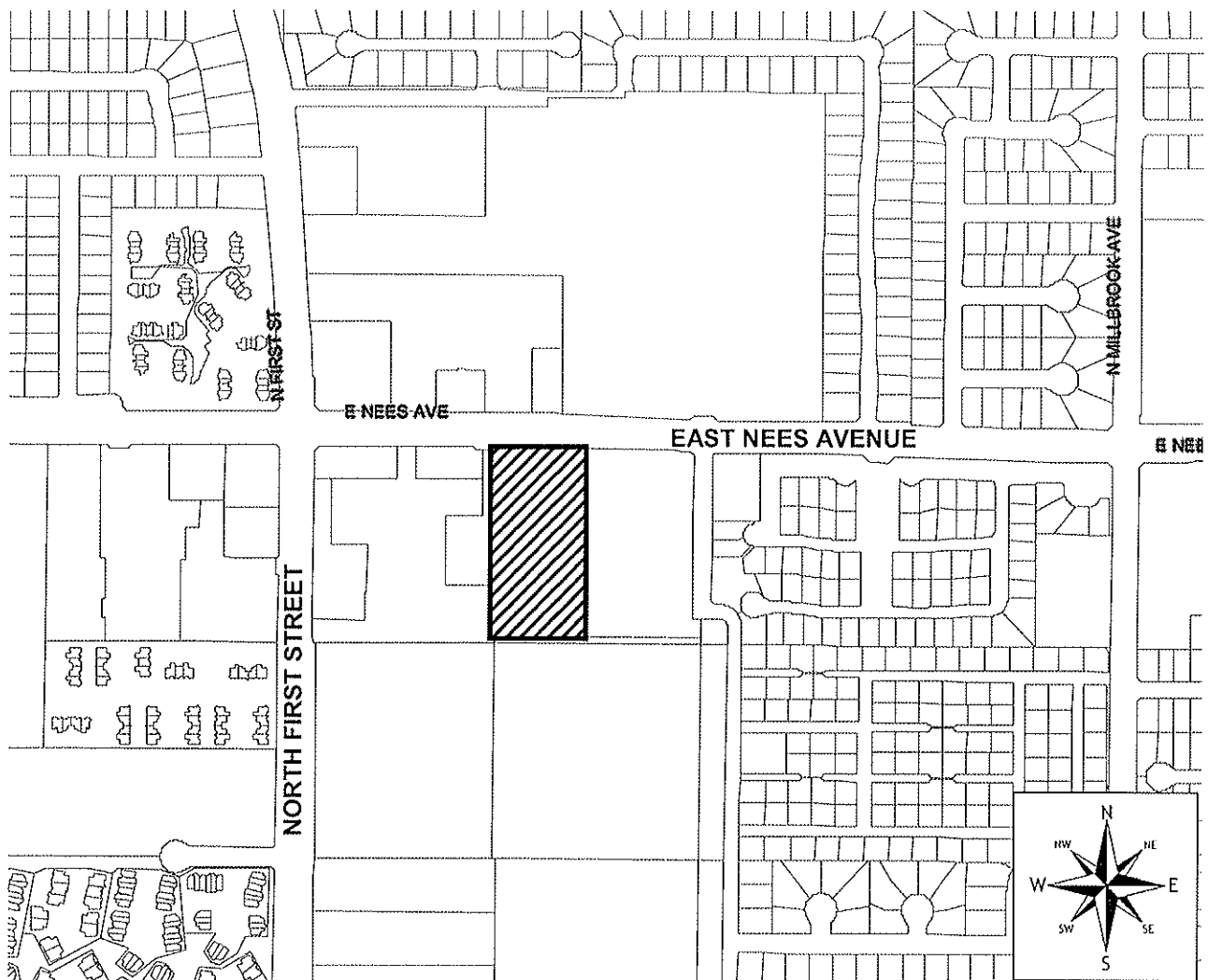
Plan Amendment No. A-11-01, Rezone No. R-11-01,

EA No. A-11-01/R-11-01/C-11-008

701 East Nees Avenue

THIS IS A LEGAL NOTICE

VICINITY MAP



LEGEND



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Request ID: A-11-01 500

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<p align="center">CITY OF FRESNO</p> <p align="center">MITIGATED NEGATIVE DECLARATION</p>		<p>Notice of Intent was filed with:</p> <p align="center">FRESNO COUNTY CLERK 2221 Kern Street Fresno, California 93721</p> <p align="center">on</p> <p align="center">March 18, 2011</p>
<p>The full Initial Study, Master Environmental Impact Report No. 10130, and Environmental Assessment No. A-09-02 are on file in the Development and Resource Management Department, Fresno City Hall, 3rd Floor 2600 Fresno Street Fresno, California 93721 (559) 621-8277</p>	<p>ENVIRONMENTAL ASSESSMENT NUMBER:</p> <p>A-11-01/R-11-01/ C-11-008</p>	
<p>APPLICANT:</p> <p>Joseph Guagliardo, Comprehensive Planning Associates 5414 E. Pitt Ave. Fresno, CA 93727</p> <p>as agent, on behalf of property owner United States Postal Service, ATTN: Tina M. Moyer 7800 N. Stemmons Freeway, Suite 400 Dallas, TX 75247-4220</p>	<p>PROJECT SITE LOCATION:</p> <p>701 East Nees Avenue, on the south side of East Nees Ave. between North First and North Bond Streets, consisting of the westerly 2.78 acres of Assessor's Parcel 303-190-65 in Township 12 S, Range 20 E, Section 34, Mount Diablo Base & Meridian, Site Latitude: 36°51'4"N Site Longitude : 119°46'20"W</p>	
<p>PROJECT DESCRIPTION:</p> <p>Plan Amendment Application No. A-11-01 proposes to amend the 2025 Fresno General Plan and the Woodward Park Community Plan from the public facility-elementary/middle school planned land use designation to the community commercial land use designation. Rezone Application No. R-11-01 proposes to reclassify the property from R-A/UGM (<i>Single Family Residential Agricultural/Urban Growth Management</i>) to C-2/UGM (<i>Community Shopping Center/Urban Growth Management</i>) zone district. Conditional Use Permit Application No. C-11-008 proposes a drive-through car wash and two 5,640 square-foot buildings (each building to have 1,500 square feet of office uses and 4,140 square feet storage space) on vacant land west of the Woodward Post Office. The project includes grading and installation of street and utility infrastructure on- and off-site.</p>		
<p>The City of Fresno has conducted an environmental analysis for the above-described project, contained in the attached initial study. The City of Fresno, as Lead Agency, proposes to adopt a Mitigated Negative Declaration for this project. This Mitigated Negative Declaration is tiered from Master Environmental Impact Report No. 10130 (SCH # 2001071097) certified for adoption of the 2025 Fresno General Plan ("MEIR") and Mitigated Negative Declaration No. A-09-02 (SCH # 2009051016) prepared for the 2025 Fresno General Plan Air Quality Update ("Air Quality MND"). Copies of the initial study, MEIR and Air Quality MND may be reviewed in the City of Fresno Development and Resource Management Department, at the address noted above.</p> <p>After conducting a review of the adequacy of the MEIR pursuant to Public Resources Code, Section 21157.6(b)(1), the Development and Resource Management Department, as lead agency, finds that no substantial changes have occurred with respect to the circumstances under which the MEIR was certified and that no new information, which was not known and could not have been known at the time that the MEIR was certified as complete, has become available.</p>		

The proposed project has been determined to be a subsequent project that is not fully within the scope of the MEIR and Air Quality MND. Pursuant to Public Resources Code § 21157.1 and California Environmental Quality Act (CEQA) Guidelines § 15177, this project has been evaluated with respect to each item on the attached environmental checklist to determine whether this project may cause any additional significant effect on the environment which was not previously examined in the MEIR.

All new development activity and many non-physical projects contribute directly or indirectly toward cumulative impacts on the physical environment. It has been determined that the incremental effect contributed by this project toward cumulative impacts is not considered substantial or significant in itself, and/or that cumulative impacts accruing from this project may be mitigated to less than significant with application of feasible mitigation measures,

The completed initial study environmental impact checklist form, its associated narrative, and proposed mitigation measures reflect applicable comments of responsible and trustee agencies and research and analysis conducted to examine the interrelationship between the proposed project and the physical environment. The information contained in the project application and its related environmental assessment application, responses to requests for comment, checklist, initial study narrative, and any attachments thereto, combine to form a record indicating that an initial study has been completed in compliance with the California Environmental Quality Act and CEQA Guidelines. The completed environmental checklist form indicates whether an impact is potentially significant, less than significant with mitigation, or less than significant.

For some categories of potential impacts, the checklist may indicate that a specific adverse environmental effect has been identified which is of sufficient magnitude to be of concern. Such an effect may be inherent in the nature and magnitude of the project, or may be related to the design and characteristics of the individual project. Effects so rated are not sufficient in themselves to require the preparation of an Environmental Impact Report, and have been mitigated to the extent feasible.

Based upon the evaluation guided by the environmental checklist form, it was determined that there are foreseeable impacts from the Project that are additional to those identified in the MEIR, impacts which require mitigation measures not included in the MEIR Mitigation Measure Checklist. For these impacts, project-specific mitigation measures have been proposed. Both the MEIR mitigation checklist measures and the project-specific mitigation checklist measures will be imposed on this project. With the project specific mitigation imposed, there is no substantial evidence in the record that this project may have additional significant, direct, indirect or cumulative effects on the environment that are significant and that were not identified and analyzed in the MEIR.

The initial study has concluded that the proposed project will not result in any adverse effects which fall within the "Mandatory Findings of Significance" contained in Section 15065 of the State CEQA Guidelines.

The finding is, therefore, made that the proposed project will not have a significant adverse effect on the environment and that a finding of Mitigated Negative Declaration is, therefore, appropriate under CEQA Guidelines Section 15178.

PREPARED BY:



Sandra L. Brock, Planner III

SUBMITTED BY:



Mike Sanchez, Planning Manager

DEVELOPMENT & RESOURCE MANAGEMENT DEPARTMENT

DATE: March 18, 2011

Attachments:

Exhibit A: Initial Study with Impact Checklist (CEQA Guidelines, Appendix G)

Exhibit B: Master Environmental Impact Report Review Summary

Exhibit C: MEIR Mitigation Measure Monitoring Checklist dated March 18, 2011

Exhibit D: Project-Specific Mitigation Monitoring Checklist dated March 18, 2011

ENVIRONMENTAL ASSESSMENT NO. A-11-01/R-11-01/C-11-008

EXHIBIT A: INITIAL STUDY

Environmental Checklist Form (CEQA Guidelines, Appendix G)

1. **Project title:**
PLAN AMENDMENT APPLICATION NO. A-11-01, REZONE APPLICATION NO. R-11-01, AND
CONDITIONAL USE PERMIT APPLICATION NO. C-11-008
2. **Lead agency name and address:**
City of Fresno Development and Resource Management Department (DARM)
2600 Fresno Street, 3rd Floor
Fresno, CA 93721-3604
3. **Contact person and phone number:**
Sandra Brock, Planner III
Planning Division, DARM (see address above)
Phone: (559) 621-8041; Fax: (559)- 498-1026; email: sandra.brock@fresno.gov
4. **Project location:** (see attached vicinity map and aerial photo)
701 East Nees Avenue, in the City of Fresno, in the County of Fresno; consisting of the
westerly 2.78 acres of Fresno County Assessor's Parcel Number(s): 415-034-18
on the south side of East Nees Avenue between North First and North Bond Streets
Site Latitude: 36°51'4" N
Site Longitude: 119°46'20" W
Mount Diablo Base & Meridian, Township 13 S, Range 20 E, Section 34
5. **Project sponsor's names and addresses:**
Joseph Guagliardo, on behalf of property owner U.S. Postal Service
Comprehensive Planning Associates, Inc. 7800 N. Stemmons Fwy, Ste 400
5414 E Pitt Ave. Dallas, TX 75247-4220
Fresno, CA 93727
6. **General/Community Plan designation:**
Existing - Public Facility – Middle & Elementary School
Proposed - Community Commercial
7. **Zoning:**
Existing - RA/UGM (*Residential and Agricultural District, Urban Growth
Management Area*)
Proposed - C-2/UGM (*Community Shopping Center District, Urban Growth
Management Area*)

8. **Description of project:**

Plan Amendment Application No. A-11-01 proposes to amend the 2025 Fresno General Plan and the Woodward Park Community Plan from the public facility-elementary/middle school planned land use designation to the community commercial land use designation. Rezone Application No. R-11-01 proposes to reclassify the property from R-A/UGM (*Single Family Residential Agricultural/Urban Growth Management*) to C-2/UGM (*Community Shopping Center/Urban Growth Management*) zone district. Conditional Use Permit Application No. C-11-008 proposes a drive-through car wash and two 5,640 square-foot buildings (each building to have 1,500 square feet of office uses and 4,140 square feet storage space) on vacant land west of the Woodward Post Office. The project includes grading and installation of street and utility infrastructure on- and off-site

9. **Surrounding land uses and setting:**

	Planned Land Use	Existing Zoning	Existing Land Use
North	Neighborhood Commercial	C-1/UGM/cz <i>Neighborhood Shopping Center District, urban Growth Management Area, conditions of zoning</i>	shopping center partially developed, with a drug store and a restaurant
East	Public Facility	RA/UGM <i>Residential and Agricultural District, urban Growth Management Area</i>	Woodward Park Post Office
South	Public Facility – Elementary & Middle School	RA/UGM <i>Residential and Agricultural District, urban Growth Management Area</i>	Kastner Intermediate School and a pedestrian trail along the southern border of the subject property
West	Community Commercial	C-2/UGM/cz <i>Community Shopping Center District, Urban Growth Management Area, conditions of zoning</i>	fully developed shopping center with a major grocery store and other retail tenants

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

City of Fresno: Public Works Department; Department of Public Utilities; Fire Department; DARM (Current Planning and Building & Safety Services Divisions)
 Fresno Metropolitan Flood Control District;
 California Water Board/Regional Water Quality Control Board
 San Joaquin Valley Air Pollution Control District

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

Pursuant to Public Resources Code Section 21157.1(b) and CEQA Guidelines 15177(b)(2), the purpose of this initial study is to analyze whether the subsequent project was described in the City of Fresno Master Environmental Impact Report ("MEIR") No. 10130 for the 2025 Fresno General Plan (SCH # 2001071097), and whether the subsequent project may cause any additional significant effect on the environment which was not previously examined in that MEIR or the Mitigated Negative Declaration ("MND") prepared for Plan Amendment A-09-02/the Air Quality Update to the 2025 Fresno General Plan (SCH # 2009051016).

The environmental factors checked below would be potentially affected by this project:

<input checked="" type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input checked="" type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology /Soils
<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards & Hazardous Materials	<input checked="" type="checkbox"/> Hydrology/Water Quality
<input checked="" type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise
<input type="checkbox"/> Population /Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input checked="" type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Utilities/Service Systems	<input type="checkbox"/> Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that, with the mitigation imposed through measures included in the MEIR Mitigation Measure Checklist and the Project-Specific Mitigation Measure Checklist (attached as Exhibits C and D), the project will not have additional significant adverse effects on the environment that were not identified in City of Fresno Master Environmental Impact Report No. 10130 (SCH No. 2001071097) certified for the 2025 Fresno General Plan and the Mitigated Negative Declaration approved for Plan Amendment No. A-09-02/ Air Quality Update to the General Plan (SCH No. 2009051016).

Pursuant to CEQA Guidelines Section 15178, a finding of MITIGATED NEGATIVE DECLARATION will be prepared.

X Sandra L Brock
Sandra L. Brock, Planner III, City of Fresno

March 18, 2011

EVALUATION OF POTENTIAL ENVIRONMENTAL IMPACTS

1. For purposes of this Initial Study, the following answers have the corresponding meanings:
 - a. "No Impact" means the subsequent project will not cause any additional significant effect related to the threshold under consideration which was not previously examined in the MEIR or Air Quality MND (see attached Exhibit B for a summary of MEIR findings).
 - b. "Less Than Significant Impact" means there is an impact related to the threshold under consideration that was not previously examined in the MEIR or Air Quality MND, but that impact is less than significant;
 - c. "Less Than Significant with Mitigation Incorporation" means there is a potentially significant impact related to the threshold under consideration that was not previously examined in the MEIR or Air Quality MND, however, with the mitigation incorporated into the project, the impact is less than significant.
 - d. "Potentially Significant Impact" means there is an additional potentially significant effect related to the threshold under consideration that was not previously examined in the MEIR or Air Quality MND.
2. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
3. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
4. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
5. A "Finding of Conformity" is a determination based on an initial study that the proposed project is a subsequent project identified in the MEIR and that it is fully within the scope of the MEIR and Air Quality MND because it would have no additional significant effects that were not examined in the MEIR or the Air Quality MND.
6. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
7. Earlier analyses may be used where, pursuant to the tiering, program EIR or MIER, or other

CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

- a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in the MEIR or another earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
8. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
 9. Supporting Information Sources: A list should be attached, and other sources used or individuals contacted should be cited in the discussion.
 10. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
 11. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance

ENVIRONMENTAL ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?				x
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				x
c) Substantially degrade the existing visual character or quality of the site and its surroundings?		x		
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		x		

The immediate area is substantially developed with urban uses; therefore, no public or scenic vista would be obstructed by the development of this project and no unique vegetation would be removed.

The car wash proposed to front Nees Avenue and the office buildings to the rear (south) of the property have been designed with building façades that will harmonize with adjacent existing commercial properties, and landscaping themes will be continued from the adjacent Post Office to this project, consistent with the Woodward Park Community Plan, the 2025 Fresno General Plan Design Guidelines.

The configuration of the subject property and its surrounding uses do not direct light or glare onto any sensitive receptors. The project will be subject to the aesthetics mitigation measures identified in MEIR No. 10130 prepared for the 2025 Fresno General Plan. Development of the site will not be permitted to create a new source of substantial light or glare which would affect day or night time views in the project area, given standard City of Fresno requirements for special permits that require all site lighting to be down-directed and shielded in order to minimize light reaching neighboring properties.

Therefore, this project will not damage any scenic resources, nor will it degrade the visual character or quality of the site and its surroundings. As a result, a determination has been made that this project would have a less than significant impact on aesthetics.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, aesthetic related Mitigation Measure No. Q-1 as identified in the attached Exhibit C MEIR Mitigation Measure Monitoring Checklist for this project, dated March 18, 2011.
2. The proposed Conditional Use Permit landscape, structural design, and lighting plan shall conform to aesthetic policies of the Woodward Park Community Plan and City policies, and shall harmonize with adjacent developed commercial and public facility properties.

ENVIRONMENTAL ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. -- Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

The subject property does not fall into any of the categories listed above and is does not subject to a Williamson Act agricultural land conservation contract. There are no existing agricultural or forestry uses of the subject property. The project does not have the potential to facilitate future conversion of agricultural lands because the subject property is surrounded predominantly by urban uses; any vacant land in the vicinity was removed from agricultural use many years ago. By serving urban service needs in this infill location, the project has the effect of preventing conversion of agricultural lands for commercial development elsewhere in Fresno County. Therefore, no adverse environmental impacts related to agricultural would occur as a result of the proposed project and no project-specific mitigation measures are required. Mitigation measures

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY AND GLOBAL CLIMATE CHANGE - (Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.) -- Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan (e.g., by having potential emissions of regulated criterion pollutants which exceed the San Joaquin Valley Air Pollution Control Districts (SJVAPCD) adopted thresholds for these pollutants)?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				X
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		X		
d) Expose sensitive receptors to substantial pollutant concentrations?				X
e) Create objectionable odors affecting a substantial number of people?				X

Environmental and regulatory setting with regard to air quality

The project is located in Fresno County and within the San Joaquin Valley Air Basin (SJVAB). This region has had chronic non-attainment of federal and state clean air standards for ozone/oxidants and particulate matter due to a combination of topography and climate. Some air pollutants are fairly constant throughout the year in the region, while others vary in concentration according to location and are changeable from day to day and even hour to hour, due to complex interactions of topography, climate, and weather.

Regional factors affect the accumulation and dispersion of air pollutants within the SJVAB. The SJVAB is approximately 250 miles long, averages 35 miles wide, and is the second largest air basin in the state. It is bounded, and its climatological characteristics are essentially defined by geography: The floor of the Valley is flat (with a slight downward gradient to the northwest) and is hemmed in on three sides by mountain ranges:

- the Sierra Nevada to the east rises from 8,000 to 14,000 feet in elevation;
- the Tehachapi mountains in the south range from 5,000 to 8,000 feet in elevation; and

- the Coast Range in the west averages 3,000 feet in elevation.

The Coast Range barrier has an opening to the Pacific Ocean at the Carquinez Straits where the San Joaquin-Sacramento Delta empties into San Francisco Bay and via the Altamont Pass. However, air entering the Valley at these points carries pollutants and pollutant precursors from urbanized coastal areas. (In turn, the SJVAB contributes pollutants and precursors to downwind air basins when air escapes the Valley through mountain passes or high-level flows.) Topography, wind speed and direction, temperature, inversion layers, precipitation, and fog exacerbate the air quality problem in the SJVAB. These factors can combine to create air pollution and affect the ability of the atmosphere to disperse pollutants.

The Valley has a Mediterranean climate, with a high number of sunny days (over 260 per year, on the average) and little or no measurable precipitation for several months of the year. High temperature readings in summer average 95°F. This fosters photochemical reactions in the atmosphere that generate oxidants and particulate matter.

Summertime wind speed and direction data indicate that the Valley's air mass moves from the north end of the Valley and flows in a south-southeasterly direction through the Valley, through Tehachapi pass, into the Southeast Desert Air Basin.

During the winter, average high temperatures in the winter are in the 50s and the average daily low temperature is 45°F. Temperatures below freezing are unusual, but highs in the 30s and 40s can occur on days with persistent fog and low cloudiness. Wintertime wind speed and direction data indicate that prevailing flows occasionally reverse, with wind originating from the south end of the Valley and blowing in a north-northwesterly direction. While the Valley generally experiences light winds (less than 10 mph), more disturbed weather conditions with stronger ground level winds can generate fugitive dust and exacerbate particulate matter pollution. Winter also predisposes the SJVAB to inversion layers, where warm air in the upper atmosphere caps cold air at lower elevations, with little or no normal convection to mix the air mass. Inversions can exist at the surface or at any height above the ground, and tend to act as a lid on the Valley, holding in the pollutants that are generated here.

Occurrences of high barometric pressure at any time of the year tend to cause the Valley atmosphere to stagnate and allow pollutants to concentrate. These factors create a climate conducive to elevated particulate matter (PM10 and PM2.5) concentrations and accumulation of carbon monoxide (CO).

Valley air quality has adverse impacts on human health, a situation rendered more serious due to the elevated proportion of sensitive persons (children and the elderly) in the local population. Childhood and adult asthma are prevalent and there with a high level of asthma mortality in the region. Outdoor recreation is often contraindicated, which has secondary cardiopulmonary effects from lack of physical activity.

The San Joaquin Valley Air Pollution Control District (SJVAPCD) is the local regional jurisdictional entity charged with attainment planning, rulemaking, rule enforcement, and monitoring under Federal and State Clean Air Acts and Clean Air Act Amendments. In the early 1990s, this agency was created to replace the separate air pollution authorities formerly administered by individual Valley Counties. The regional SJVAPCD has provided a means to undertake regional climatological studies for understanding transport and evolution of air pollutants, and a comprehensive approach to reducing air pollution in the entire Valley.

The SJVAPCD has promulgated a series of air quality attainment plans pursuant to requirements of Federal and state Clean Air Acts, complementing the efforts of the California Air Resources Board. These plans include a range of strategies to improve air quality through land

use planning and transportation control measures, vehicle inspection programs, industrial point source permit controls, emission offsets, incentive programs to replace higher-polluting equipment/vehicles with newer/cleaner technologies, and even regulations aimed at reducing the amount of pollutants transported into the Valley from the coastal (Bay) area. SJVAPCD Rulemaking efforts have focused on cost-effective technologies and measures which have aimed to reduce the most pollutants at the least cost on a regional basis.

Through these attainment plans and implementing regulations (e.g., Rules), the SJVAPCD has reduced emissions of pollutants and pollutant precursors overall and has achieved attainment of some national ambient air quality standards. However, ozone/oxidant air pollution is a refractive problem, with the SJVAB repeatedly failing to attain National Ambient Air Quality Standards and a current designation of Extreme Non-Attainment, where full Valley attainment is not projected until year 2024.

The 2025 Fresno General Plan, augmented by Plan Amendment No. A-09-02 (the Air Quality Update), contains significant City policy direction for measures to reduce potential air pollution and for consideration of potential air quality and global climate change impacts when development projects are contemplated. While MEIR No. 10130 was certified with adoption of an over-riding consideration for the intractable regional air pollution problem, the MEIR does require that subsequent development projects be analyzed with regard to their potential air quality impacts and that reasonable mitigation be applied.

All proposed projects are routed to the SJVAPCD for their review and comment. The response for this proposed project is attached (see letter dated January 27, 2011).

2025 Fresno General Plan policies require that the most current version of the URBEMIS computer model be used to analyze development projects and estimate future air pollutant emissions that can be expected to be generated from operational emissions (vehicular traffic associated with the project), area-wide emissions (sources such as ongoing maintenance activities and use of appliances), and construction activities.

The URBEMIS computer model evaluates the following emissions: ozone precursors (Reactive Organic Gases (ROG) and NOX; CO, SOX, both regulated categories of particulate matter (PM10 and PM2.5), and the greenhouse gas carbon dioxide (CO2). The model incorporates geographically-customized data on local vehicles, weather, and SJVAPCD Rules.

Use of the URBEMIS computer model requires information regarding the proposed development and its setting. Factors relating to the project vicinity be analyzed and entered into the model, such as land use street patterns, and mitigating factors such as local availability of retail goods and services, pedestrian and bicycle amenities, and public transit. This analysis was done using the current information and URBEMIS program features available. The following Table presents URBEMIS analysis results for the proposed project:

AREA AND OPERATIONAL AIR QUALITY IMPACTS OF THE PROJECT

<i>[all data given in tons/year]</i>	ROG	NOx	CO	SO ₂	PM10	PM2.5	CO ₂
Area Source Emissions	0.18	0.02	0.12	0.00	0.00	0.00	26.23
Operational Emissions	0.23	0.25	3.18	0.00	0.14	0.04	210.02
Totals	0.41	0.27	3.30	0.00	0.14	0.04	236.25
Threshold of Significance	10	10	100	27.375	14.6	N/A	N/A

URBEMIS analysis confirmed the information from the SJVAPCD that the project will not significantly impact local air quality or cause a violation of air quality standards. The air pollution emitted from daily activities of the proposed project will not exceed threshold of significance limits for regulated air pollutants.

Due to its amount of commercial square footage, the proposed project is subject to SJVAPCD Rule 9510, Indirect Source Review ("ISR"). The applicants have completed their ISR application and will be required to provide mitigation for ozone/oxidant and particulate matter impacts. This project will be conditioned upon compliance with other applicable SJVAPCD Rules and regulations, such as Regulation VIII measure so reduce fugitive dust during construction, Rule 4641 for asphalt paving, Rules 4701 and 4702 for mobile internal combustion equipment (during the construction phase of the project), Rule 4601 for architectural coatings, and other Rules which may apply to subsequent development and use of the property.

The proposed use will not expose sensitive receptors to substantial pollutant concentrations, because there is sufficient distance between the project's proposed car wash (which is not expected to have significant vehicle queuing) and Kastner Elementary School, with intervening large commercial buildings that would divert any wind movement flowing from the car wash.

The proposed project does not include uses which would evolve hazardous air pollutants or create objectionable odors.

Therefore, there are no significant adverse air quality impacts anticipated to occur as a result of the proposed project, and the project's contribution to cumulative air quality impacts is not considered significant.

Mitigation Measures

The proposed project shall implement and incorporate, as applicable, air quality-related mitigation measures Nos. B-5, B-7, and C-1 through C-4 as identified in the attached Exhibit C, MEIR Mitigation Measure Monitoring Checklist for this project, dated March 18, 2011.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES -- Would the project:				

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

As the attached 2008 aerial photo shows, the subject property is customarily maintained free of vegetation (in compliance with City of Fresno weed abatement standards for fire protection); vegetation removal would not occur pursuant to development of the proposed project.

The property does not support "wildlife," as defined in the California Fish & Game code as "all wild animals, birds, plants, fish, amphibians, and related ecological communities, including the habitat upon which the wildlife depends for its continued viability." This property is not a wildlife nursery site. The project would not result in or have the potential to result in harm, harassment, or "take" of any fish and/or wildlife species (where the term "take" means hunt, pursue, catch,

capture, or kill, or attempt to hunt, pursue, catch, capture, or kill as defined in the California Fish & Game Code).

The project is surrounded by developed urban uses or similarly denuded vacant urban land. No habitat conservation plans or natural community conservation plans in the region pertain to the subject property or land in the project's immediate vicinity. In the vicinity of the proposed project, there are no riparian habitats, there are no federally protected wetlands or sensitive natural community identified by the California Department of Fish and Game or the U.S. Fish and Wildlife Service; therefore, the project would not result in or have the potential to result in noise, vibration, dust, light, pollution, or an alteration in water quality that may affect fish and/or wildlife directly or from a distance. The proposed project would not, directly or indirectly, affect any sensitive, special status, or candidate species; nor would it modify any habitat that supports them.

The proposed project would not result in, or have the potential to result in, any interference with the movement of any fish and/or wildlife species because no wildlife corridors traverse the subject site.

Therefore, no actions or activities resulting from the implementation of the proposed project would have the potential to affect floral, or faunal species; or, their habitat.

Therefore, no General Plan policies regarding biological resources are applicable to the subject property, and no mitigation measures are necessary for potential impacts to those resources. A request will be submitted to the California Department of Fish & Game Region IV office for a formal "No Effect" determination

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in [CEQA Guidelines §]15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		
d) Disturb any human remains, including those interred outside of formal cemeteries?		X		

There are no structures which exist on the site or within the vicinity of the site that are listed on, or considered to be eligible to the National or Local Register of Historic Places, and the subject site is not within either a designated or proposed historic district.

There is no evidence that cultural resources of any type (including historical, archaeological, paleontological, or unique geologic features) exist on the subject property. Past record searches for the region have not revealed the likelihood of cultural resources on the subject property or in its immediate vicinity. Therefore, it is not expected that the proposed project would adversely impact any cultural resources.

It is noted, however, that lack of surface evidence or database records of historical/cultural resources does not preclude the subsurface existence of archaeological resources. Therefore, due to the ground disturbing activities that will occur as a result of the project, the appropriate precautionary measures of MEIR No. 10130 Mitigation Monitoring Checklist will be employed to address unexpected finds of human remains and archaeological or paleontological resources.

Mitigation Measures

The proposed project shall implement and incorporate, as mitigation measures Nos. J-1 through J-4 related to potential cultural and paleontological resources as identified in the attached Exhibit C, MEIR Mitigation Measure Monitoring Checklist for this project, dated March 18, 2011.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?				X

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

Geologic and Regulatory Setting

Fresno has no known active earthquake faults, and is not in any Alquist-Priolo Special Studies Zones. The immediate Fresno area has extremely low seismic activity levels, although shaking may be felt from earthquakes whose epicenters lie to the east, west, and south. Known major faults are over 50 miles distant and include the San Andreas Fault, Coalinga area blind thrust fault(s), and the Long Valley, Owens Valley, and White Wolf/Tehachapi fault systems. The most serious threat to Fresno from a major earthquake in the Eastern Sierra would be flooding that could be caused by damage to dams on the upper reaches of the San Joaquin River.

Fresno is classified by the U.S. Geologic Survey as being in a moderate seismic risk zone, Category "C" or "D," depending on the soils underlying the specific location being categorized and that location's proximity to the nearest known fault lines. All new structures are required to conform to current seismic protection standards in the current California Building Code.

The highly erodible face of the San Joaquin River bluff, and small areas of expansive clay in the northeastern portion of the city's Sphere of Influence, are the only unstable soil conditions known to exist in the City. Despite long-term overdrafting of groundwater that has lowered the static groundwater level under Fresno by as much as 100 feet over the past century, surface subsidence has not been noted in the vicinity of the city (this is probably due to the geologic strata underlying the city, which features layers of clay and hardpan interleaved with alluvial sand and gravel layers).

Potential Project Impacts

The topography of the project and its environs is relatively flat with no apparent unique or significant land forms such as vernal pools. The proposed project is not sited on any known area of occurrence of expansive clay, which will be re-verified by the soil report submitted with grading plans. In the National Resource Conservation Service (USDA) Soil Survey Maps, the soil of the subject property is classified as "Ramona sandy loam, hard substratum." This soil type is described in as having no hazard of erosion. Due to a subsurface cemented layer

(colloquially referred to as “hardpan”), the property is not suitable for on-site percolation of stormwater runoff, since even deep-ripping would be a temporary measure because this soil type will naturally re-form the cemented layer in time. (A provision of the Fresno Municipal Code prohibits the use of “dry wells” or subsurface French drains, in order to protect the Fresno Sole Source Aquifer).

Development of the property requires compliance with grading and drainage standards of the City of Fresno and Fresno Metropolitan Flood Control District Standards. Grade differentials at property lines must be limited to one foot or less; otherwise, a cross-drainage covenant must be executed with affected abutting property owners for drainage over property lines.

Because there are no known geologic hazards or unstable soil conditions known to exist on the site, no adverse environmental effects related to topography, soils or geology are expected as a result of this project. Implementation of the mitigation measures listed in MEIR No. 10130 and the attached Mitigation Measure Monitoring Checklists (Exhibits C and D) will ensure that no adverse environmental effects related to topography, soils or geology will result from the proposed project.

Mitigation Measures

The proposed project shall implement and incorporate, as applicable, seismic safety mitigation measure No. L-1 as identified in the attached Exhibit C, MEIR Mitigation Measure Monitoring Checklist for this project, dated March 18, 2011.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS -- Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X

Environmental and Regulatory Setting

When sunlight strikes the Earth's surface, some of it is reflected back into space as infrared radiation. When the amount of infrared energy reaching Earth's surface is about the same as the amount of infrared energy radiated back into space, the average ambient temperature of the Earth's surface is expected to remain more or less constant. However, when atmospheric conditions prevent re-radiation of this infrared energy, the world's temperature equilibrium is expected to be disturbed.

Global climate change (colloquially referred to as “global warming”) is the term coined to describe very widespread climate change characterized by a rise in the Earth's ambient average

temperatures with concomitant disturbances in weather patterns and resulting alteration of oceanic and terrestrial environs and biota. The predominant opinion within the scientific community is that global climate change is occurring, and that it is being caused and/or accelerated by human activities, primarily the generation of "greenhouse gases" (GHGs).

GHGs are gases having properties that absorb and emit radiation within the thermal infrared range, and that would cause thermal energy (heat) to be trapped the earth's atmosphere. It is believed that increased levels of greenhouse gases in the atmosphere can disturb the thermal equilibrium of the earth when natural carbon cycle processes (such as photosynthesis) are unable to absorb sufficient quantities of carbon dioxide and other GHGs in comparison with the amount of GHGs being emitted. It is believed that a combination of factors related to human activities, such as deforestation, emissions of GHG into the atmosphere from carbon fuel combustion, etc. are causing climate change.

Some GHGs occur naturally and are emitted to the atmosphere through both natural processes and human activities. Other GHGs are created and emitted solely through human activities. Water vapor is the most predominant GHG, and is primarily a natural occurrence: approximately 85% of the water vapor in the atmosphere is created by evaporation from the oceans. The major anthropogenic greenhouse gases (those that enter the atmosphere because of human activities) are carbon dioxide (CO₂), methane, nitrous oxide and fluorinated gases. Some GHGs exert a much more powerful effect of trapping radiant energy in the atmosphere. The effect of methane, for instance, is 29 times as powerful as that of an equal mass of CO₂. In order to describe global warming potential of these differing gases, a convention has been established to quantify GHGs in terms of equivalent quantities of CO₂, and to use metric tonnes as the unit of measure for the CO₂ (hence the abbreviation "MMTCO₂e," for million metric tonnes of CO₂ equivalent).

A major problem with GHGs is that most of them are not very reactive and that makes them extremely long-lived in the atmosphere. For instance, once CO₂ rises above the troposphere (the portion of the atmosphere where plants may absorb some of it for photosynthesis), there are no natural processes that would effectively remove it. The CO₂ will persist and exert its global warming effect for centuries.

GHGs were not generally thought of as air pollutants because the criterion air pollutants (such as ozone) and air toxics directly affect health at ground level in the general vicinity of their release to the atmosphere. The impacts of GHGs are global and diffuse in nature, and take time to exert effects that could harm humans. However, it has been realized that the climate changes associated with GHGs can drastically harm health and well-being around the world, not only with regard to heat-related illnesses but through broadscale changes in the environment:

- ocean level rise that would displace populations,
- economic and infrastructure damage related to ocean rise as well as heat and storm intensity;
- exacerbation of criteria air pollutants (more air pollutants are formed when the atmosphere is warm);
- spreads of infectious diseases through proliferation of mosquitoes and other vectors carrying "tropical" diseases into temperate climate zones;
- alteration of natural flora and fauna in terrestrial and aquatic environments;
- disruption of agriculture and water supply;

The last point is of particular importance to Fresno. One oft-cited prediction for global climate change is that the Sierra snowpack could be reduced to as little as 20% of its historic levels. This could have dire consequences, since over 70% of California's population relies on the "frozen reservoir" of Sierra snowpack for its water supply. Fresno's aquifer has been declining and the City's Metropolitan Water Resources Master Plan notes that the city will need to make greater use of its surface water entitlements...which are derived from Sierra snowpack.

The State of California formally acknowledges these risks and has tasked state and local governments with working toward reduction of potential global climate change. The Governor issued Executive Order No. S-03-05, and subsequently signed Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, which was codified as Health & Safety Code Section 38501 *et seq.*

There are, at this time, no "attainment" standards established by the federal or state government for greenhouse gases (although some GHGs are regulated as precursors to criteria pollutants regulated by the federal and California Clean Air Acts). However, in AB 32 the State codified a mandate to reduce GHG emissions to 1990 levels by the year 2020. In order to roll back GHG emissions to this level, a reduction of 174 MMTCO₂e needs to be achieved statewide—against the background of California's general population increase and the need for ongoing land and economic development. The combination of the need to reduce GHGs and the need to grow equates to a need to reduce per capita GHG emissions by some 29% from the "business as usual" scenario of continuing the former rate of escalated GHG emissions over time.

It has been recognized that new development projects would incrementally add GHG emissions and could cumulatively exacerbate global climate change problems, even if the projects are, themselves, small in scale and do not involve powerful GHGs. In order to standardize evaluation of projects under CEQA, Senate Bill 97 (codified as Public Resources Code Sections 21083.05 and 21097) requires the State Resources Agency to adopt guidelines for addressing climate change in environmental analysis. The California Air Pollution Control Officers Association (CAPCOA) produced a comprehensive publication on this topic in August of 2010 titled *Quantifying Greenhouse Gas Mitigation Measures*, which provides methods for quantifying emission reductions via application of a specified list of project-level and municipal-level mitigation measures. This document is intended to further support the efforts of local governments to address the impacts of GHG emissions in their environmental review of projects and in their planning efforts.

In order to standardize global climate change assessments within the San Joaquin Air Basin, the SJVAPCD adopted a protocol for evaluating land use projects: the 2009 *Guidance for Valley Land Use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA*. The District determined that the most appropriate assessment criteria would be oriented to performance based standards to streamline the CEQA process for determining significance of project impacts, rather than numerical modeling of GHG emissions and emission reductions. Projects meeting the Best Performance Standards ("BPS") established by the SJVAPCD would be determined to have a less than significant cumulative impact on global climate change. If projects could not demonstrate compliance with BPS, then a quantification of GHG emissions and demonstration of a 29% reduction in GHG emissions below the "business as usual" level will be required to determine that a project would have a less than significant cumulative impact.

Potential Impact of the Proposed Project

Given its small size and limited projected emissions of CO₂, this project would not be expected to have a significant impact on global climate change. However, as noted above, all projects and activities may cumulatively contribute to significant adverse impacts.

According to the SJVAPCD's *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA*, projects can be determined to have a less than significant impact if they do any of the following:

- 1) Use a combination of SJVAPCD approved GHG emission reduction measures to meet BPS;
- 2) Comply with an approved GHG plan or mitigation program; or
- 3) Reduce GHG emissions by at least 29%.

The proposed project meets this requirement by complying with an approved GHG Mitigation program, established through City of Fresno Plan Amendment No. A-09-02, the Air Quality Update to the 2025 Fresno General Plan. Plan Amendment A-09-02 augmented the City's Resource Element / Air Quality General Plan Objectives and Policies by adding new General Plan Objective and several supporting policies, as well as expanding the MEIR Mitigation Measure Monitoring Checklist, to address global climate change through municipal activities and regulation of local development. A-09-02 added new appendices to the 2025 Fresno General Plan, including a 2008 California Attorney General's Office guidance document titled, "The California Environmental Quality Act Mitigation of Global Warming Impacts at the Local Agency Level" which contains specific guidance on mitigating greenhouse gas emissions through planning and regulation of development. Periodic broadscale GHG modeling will be used to validate the efficacy of these measures and guide implementation and further City rulemaking.

As proposed, the project implements many of the general plan policies related to GHG's. It constitutes infill development that will help reduce outward sprawl, and is in a location very well served by public transit. It provides a crucial internal circulation link between the existing Woodward Park Post Office and the existing commercial development on the southeast corner of First and Nees. It maintains access to the developed urban trail on the south edge of the subject property and enhances the sidewalk along East Nees Avenue through the addition of street trees. This project fully complies with California Attorney General's Office guidance document which directs that projects should "create travel routes that ensure that destinations may be reached conveniently by public transportation, bicycling or walking".

Through updates in the California Building Code and statewide regulation of appliance standards, this project is also expected to conform to state-of-the-art energy-efficient building, lighting, and appliance standards as advocated in the California Environmental Protection Agency's publication *Climate Action Team / Proposed Early Actions to Mitigate Climate Change in California* (April 2007) and in CARB's *Proposed Early Actions to Mitigate Climate Change in California* (April 2007).

In addition to being in compliance with local planning guidance on reduction of GHGs, this project's potential impacts will be further reduced by worldwide, national and statewide measures to combat adverse global climate change: Updated engine and tire efficiency standards would apply to vehicles that travel to the project; initiatives applicable to air conditioning and refrigeration equipment will continue to reduce fluorocarbon emissions; regional transportation efficiencies will continue; renewable power generation will increase; and

landfill and wastewater methane capture will become more efficient; and “carbon capture”/ “carbon sequestration” technologies will increase removal of CO₂ from the atmosphere.

In addition, the project does not involve manufacturing activities that would generate potent industrial GHGs such as SF₆, HFCs, or PFCs and does not propose any uses which would generate methane on site.

Therefore, based upon the available information, the proposed project will not have a potentially significant cumulatively adverse impact on global climate change. The project is required to institute water conservation technology for the car wash, which will reduce water vapor emissions and energy consumption involved in municipal well production and water treatment. In addition to evaluating what a project's cumulative global climate change impact on the world might be, the Senate Bill 97 changes to CEQA require that the effects of global climate change on projects should also be evaluated and mitigated if possible. The proposed office and storage buildings will be required to be insulated to current energy efficiency standards, but if there were a power outage during a heat wave, they may need to close to protect people in the buildings from heat-related illness. It is also likely that drought contingency measures could require shutdown of non-essential water consumption activities such as washing cars, so a mitigation measure to this effect is being proposed to furnish advance notification and ensure compliance.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, mitigation measure No. C-1.e relating to global climate change, as identified in the attached Exhibit C, MEIR Mitigation Measure Monitoring Checklist for this project, dated March 18, 2011.
2. The project's car wash shall be subject to all restrictions imposed through implementation of a drought contingency plan or water conservation order of the city, county, or state.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIAL -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

There are no known existing hazardous material conditions on the site and the project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The project itself is not near any wildland fire hazard zones, or airport safety zones. It poses no interference with the City's or County's Hazard Mitigation Plans or emergency response plans. The subject property has not been under cultivation for several years. No pesticides or hazardous materials are known to exist on the site.

Any businesses locating on the subject property will be required to file a Hazardous Materials Business Plan with Fresno County Environmental Health, a standard disclosure precaution to ensure proper storage and safety of emergency responders (see attached letter from Environmental Health, dated February 3, 2011).

Mitigation Measure

The proposed project shall conform to the hazardous materials and human health project-specific mitigation measure in the attached Exhibit D, Project-Specific Mitigation Measure Monitoring Checklist dated March 18, 2011

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?		x		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?		x		
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				x
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?		x		
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		x		
f) Otherwise substantially degrade water quality?		x		

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				x
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				x
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				x
j) Inundation by seiche, tsunami, or mudflow?				x

Water Supply, Water Treatment and Delivery Infrastructure

Fresno is one of the largest cities in the United States still relying primarily on groundwater for its public water supply. Surface water treatment and distribution has been implemented in the northeastern part of the City, but the city is still subject to an EPA Sole Source Aquifer designation. The City's network of interconnected water wells/pump stations, recharge facilities, water treatment and distribution systems have been expanded incrementally and upgraded to meet increased water demands and respond to groundwater quality challenges.

While the aquifer underlying Fresno typically exceeds a depth of 300 feet and is capacious enough to provide adequate quantities of safe drinking water to the metropolitan area for the foreseeable future, the aquifer level has been declining and localized water supply limitations with low well yields and limited storage capacity in portions of the semi-confined aquifer have evolved.

One of the issues that the City is attempting to resolve in order to stabilize aquifer levels is its historic trend of high consumptive use of water on a per capita basis (some 250 gallons per day per capita).

Adverse groundwater conditions have been well-documented by environmental impact reports and technical studies over recent decades, including the EIR prepared for the 1995 Fresno Metropolitan Water Resource Management Plan (SCH No. 95022029), City of Fresno EIRs Nos. 10100, and 10117, and MEIR No. 10130 for the 2025 Fresno General Plan.

Insidious groundwater degradation has occurred in the region due to pollution with salinization from wastewater and industrial brine discharges, pesticides (chiefly, dibromochloropropane, or DBCP), nitrates from on-site wastewater systems, methyl-tert-butyl ether (MTBE) from gasoline; solvents such as perchlorethylene (PCE). Fresno also has areas of naturally occurring water contaminants such as arsenic, iron, uranium, and manganese. Increasingly stringent water quality regulations have greatly increased the cost and difficulty of supplying municipal needs via water wells.

Improperly abandoned water wells and dry wells endanger groundwater quality by providing a direct conduit for surface contamination to reach the deeper and cleaner levels of the aquifer. The subject property was graded when the Woodward Park Post Office was constructed, and no former domestic or agricultural water wells are in evidence at this time. If a well is revealed by subsequent grading activity for this project, it is required to be properly evaluated and abandoned according to procedures of the City Water Division and the most current version of the California Department of Water Resources Well Standards (Bulletin 74-99 or an update thereto).

The City of Fresno works with Fresno Metropolitan Flood Control District (FMFCD), Fresno Irrigation District (FID) and the U.S. Department of the Interior Bureau of Reclamation (USBR) to ensure that the City's acreage-based surface water entitlements and contractual surface water supplies are put to the best possible use.

The Department of Public Utilities operates a large and efficient water recharge facility ("Leaky Acres") northwest of Fresno-Yosemite International Airport, and also utilizes suitable FMFCD drainage throughout the metropolitan area basins for its groundwater recharge program. Stormwater ponding basins provide significant opportunity to recharge the aquifer with collected precipitation runoff in the winter as well as surface water obtained from FID (primarily a Kings River supply) and the USBR (supplied by the San Joaquin River) in the months when storms are not anticipated.

However, over the past decade, Fresno and has begun to treat and distribute a share of its surface water via a water treatment plant, instead of solely using its surface water supplies for recharge.

When development entitlements are approved, applicants are required to support recharge efforts by contributing toward FMFCD's master planned storm drainage facilities, and to preserve the patency of irrigation canals and pipelines used to deliver surface water to drainage/recharge basins. The subject property, however, does not have any irrigation pipelines, as affirmed by Fresno Irrigation District's January 27, 2011 letter (attached).

Future water demand, water supply projections, and measures to make the best use of that supply are contained in the City's most recent (2008) Urban Water Management Plan (UWMP). Current conservation measure implementation involves universal water metering (mandated by the Central Valley Project Improvement Act via the City's contract for its main surface water supply from the San Joaquin River). The City's Metropolitan Water Resource Management Plan is also being updated per requirements of the California Water Code, and is evaluating scenarios for further increased use of treated surface water and recycled wastewater.

The purpose of these management plans is to formulate a strategy to meet the future water needs of the metropolitan area, ensuring a safe and dependable water supply that is economically feasible. The plans address the full range of existing and potential city water supplies focusing on the type and timing of water facilities and programs needed to protect water quality, combat groundwater overdraft, ensure water conservation, and provide contingency measures for drought and/or supply disruptions.

In accordance with the provisions of the 2025 Fresno General Plan and the Woodward Park Community Plan, the City must make a determination that an adequate source of water is available to serve the project. The City's Department of Public Utilities has indicated that the water treatment and distribution system in the project vicinity is adequate to serve the proposed project, with the proviso that the applicant is required to pay a proportionate share of cost incurred in developing and expanding water supply and conveyance infrastructure (see attached

memorandum, dated January 26, 2011). It should be noted that, while the proposed project may be served by conventional groundwater pumping and distribution systems, water demand associated with future development may necessitate increased utilization of treated surface water with associated cost recovery for treatment facilities and conveyance of an adequate surface water supply.

The water conservation and water quality protection mitigation measures of MEIR No. 10130 are required to be implemented by the proposed project as set forth in the attached Exhibit C, MEIR Mitigation Measure Monitoring Checklist. In summary, these mitigation measures require participation in the development of groundwater recharge either directly within the project or via alternative measures such as paying fees established by the city and Fresno Metropolitan Flood Control District (FMFCD) for recharge facilities.

A project-specific mitigation measure is being imposed to require that the car wash component of the proposed project incorporate water conservation technology to minimize its water use. The proposed development is also required to incorporate water use efficiency features and provide a landscape water budget, under provisions of the California Model Water-Efficient Landscape Ordinance. In the "global climate change" section of this Initial Study, there was another mitigation measure requiring that this car wash comply with any operational restrictions imposed through a drought contingency plan.

Wastewater Management.

The subject property does not appear to have any remaining on-site waste (septic) disposal system. Any pre-existing septic systems discovered through project grading shall be properly abandoned according to standards of the City's Building and Safety Services Division.

Occupancy of the new office buildings proposed for this site will generate sewage. The proposed car wash will also generate wastewater that has to be directed to the municipal sewer system for treatment because it may contain heavy metals, petroleum residues, and detergents/surfactants (which are pollutants referred to as "methylene blue active substances" or MBAS). A project-specific mitigation measure will ensure that all wastewater from the proposed project, including car wash wastewater, is required to be discharged into the sanitary sewer system and is not permitted to flow into the storm drainage system.

Pursuant to MEIR mitigation measure and policies of the Woodward Park Community Plan, adequate sewer main and sewer trunk capacity must be assured for development projects, and adequate treatment capacity must be assured at the city's publicly owned treatment works, the Fresno-Clovis Regional Wastewater Treatment and Reclamation Facility. The attached Department of Public Utilities memorandum regarding sewer requirements, dated January 26, 2011, affirms that the project can be served by existing facilities; however, it is required that the applicant pay connection fees and reimburse a proportionate share of cost for previously-installed wastewater infrastructure by paying the indicated UGM fees and trunk sewer charges.

It is recognized that a car wash may discharge oil/grease and grit that would be undesirable in the City's wastewater treatment system. Therefore, the project applicant is required to install a grease trap and grit trap, and to consult with the Environmental Services Section of the City's Department of Public Utilities Wastewater Division on other improvements and practices to protect the sewer mains and the wastewater treatment process.

Drainage, Stormwater Management, and Flood Control

The project will be served by Fresno Metropolitan Flood Control District's master planned storm drainage facilities. As indicated in the attached Notice of Requirements from FMFCD, dated February 10, 2011, drainage fees for the subject property have already been paid and major drainage infrastructure is already in place.

The project site is somewhat unusual in that, despite being small in size, it lies within two different FMFCD drainage basin service areas. Drainage from the northerly portion of the property will be ultimately reaching FMFCD Basin CW, conveyed there via an already-installed drain inlet in East Nees Avenue. Drainage from the southerly portion of the property will end up in FMFCD Basin CN, but to get there it will have to traverse property to the east or west of the subject property. The direction of this drainage will be determined when the site grading permit is submitted prior to construction of the improvements depicted in CUP Application No. C-11-008. The City's drainage ordinance and its agreement with FMFCD require that FMFCD review and sign off on all site grading plans. A cross-drainage agreement (covenant) with the abutting landowner will need to be recorded to provide for drainage to be directed to adjacent property,

Because ponding basins provide for recharge, and in times of very high stormwater runoff the excess water is discharged into FID facilities where it may ultimately enter the San Joaquin River, stormwater pollution prevention is important in Fresno. Prior to commencing construction, the project applicant shall have a stormwater pollution prevention plan (SWPPP) prepared by a qualified party, and shall file a Notice of Intent with the Regional Water Quality Control Board (RWQCB) and any application necessary to obtain a construction stormwater discharge permit. This regulation applies to all projects one acre in size or more.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, mitigation measures Nos. D-2 through D-13 and F-3 relating to hydrology (water supply, water quality, and drainage) as identified in the attached Exhibit C, MEIR Mitigation Measure Monitoring Checklist for this project, dated March 18, 2011..
2. The proposed project shall implement and incorporate the water quality, water supply, and drainage/flood control mitigation measures as identified in the attached Exhibit D, Project Specific Monitoring Checklist dated March 18, 2011.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?				x

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Although the project proposal keys on an amendment to the 2025 Fresno General Plan and the Woodward Park Community Plan to order to change the planned land use designation for the subject 2.78 acres, it meets the goals, objectives and policies of the 2025 Fresno General Plan and Woodward Park Community Plan by providing a project which maintains the integrity of adjacent neighborhoods and fulfils design guidelines, conforms to policies for locating well-integrated development, and enhances alternatives to roadway vehicular travel. The proximity of existing and planned commercial property, post office, school, and residential uses served by a pedestrian trail and three transit (bus) routes provides for a well-integrated and diversified community activity center. The project is not located within any conservation plan areas and will not conflict with any conservation plans.

Impacts to Land Use Plans and Policies

The attached map of planned land uses in the project vicinity shows that the subject property lies between existing Community Commercial and Public Facility planned land uses, both developed according to their planned uses. The effect of Plan Amendment A-11-01 would be to merely shift the boundary of the Community Commercial planned land use eastward a distance of 150 to 220 feet.

The proposed project is considered to be "infill development" because it utilizes a vacant remnant of land in an area otherwise that is fully developed with urban uses. The intensity of development proposed by CUP Application No. C-11-008, its architectural style, and its preservation of existing frontage features of the area, provides a smooth transition between the supermarket on the west side of the property and the Post Office to the east.

This project is consistent with the following General Plan Goals, Objectives and policies:

Goal 3. Preserve and revitalize neighborhoods...

- Objective C-15.** Provide infill opportunities that will revitalize the ... neighborhoods of Fresno...and improve the overall quality of the urban environment.
- Objective C-17.** Encourage and facilitate urban infill by building and upgrading community and neighborhood public infrastructure and services that will enhance public health and convenience and the overall experience and quality of city living....
- Objective C-20.** As part of the city's project review process, major emphasis will be given to site and building design in order to preserve functionality and community aesthetics.

Policy C-20-a. Utilize plan implementation/advisory committees, as established through adopted community plans and/or specific plans and City Council actions, to review and make recommendations on proposed developments.\

Policy C-20-e. Development projects shall include aesthetic measures which support functionality and add to the appearance and livability of the community.

This project utilizes land which has little feasible development potential if it remained a small remnant planned for Public Facility use, and which would otherwise attract nuisances as a vacant lot. The District 6 Plan Implementation Committee reviewed the project and unanimously endorsed its features. Development proposed by CUP Application No. C-11-008 maintains landscaping setbacks and characteristics established in the vicinity, and the architectural style for its proposed buildings is compatible with the Post Office and the abutting shopping center.

Goal 9. Provide activity centers and intensity corridors within plan areas to create a mix of land uses and amenities to foster community identity and reduce travel.

Objective C-12. Commercial land uses shall be classified, located, sized and developed to meet needs for goods and services while minimizing travel requirements, infrastructure demands, and adverse impacts.

Policy C-12-d. Plan for the appropriate location, size, and distribution of neighborhood and community commercial uses to implement the planned urban form, promote the stability and identity of neighborhood and community areas, and allow efficient access without compromising the operational effectiveness of planned major streets.

- Neighborhoods should be anchored by commercial centers with a mix of uses that meet that area's needs to achieve activity centers that create a sense of place.
- Community commercial centers should be located at designated activity centers....

The proposed car wash and office buildings provide amenities for the project vicinity which would serve local needs and would reduce driving to other locales. By sharing a driveway with the Post Office, by providing cross-access between the Woodward Park Post Office and the shopping center on the southeast corner of First and Nees, and by preserving access to the pedestrian trail along its southern edge, the project helps minimize traffic impacts to First and Nees Avenue as well as reducing vehicular miles traveled.

Similarly, the goals, objectives, and policies of the Woodward Community Plan are directed toward: providing for aesthetically pleasing neighborhoods, commercial development that provides an appropriate level of goods and services in accessible locations, and providing for compatibility in uses and architecture at interfaces between differing types of development. The project furthers Woodward Park Community Plan goals, objectives, and policies.

Land Use Impacts Related to Zoning

Pursuant to Table 2 of the 2025 Fresno General Plan (Planned Land Use and Zone District Consistency Matrix) and Fresno Municipal Code Section 12-403-B-1 (Zone District Consistency Table), the proposed C-2/UGM (*Community Shopping Center District, Urban Growth Management Area*) zone district classification proposed for the subject property would be consistent with the proposed Community Commercial land use designation and would pose no adverse land use impacts.

Land Use Impacts Related to Special Permit Approval

The development proposed by Conditional Use Permit Application No. C-11-008 is consistent with the proposed C-2/UGM zoning and with the proposed community commercial land use designation for the subject site, as required by the Fresno Municipal Code.

At the time of submittal, this 2.78 acres was a part of the larger (8± acre) parcel, APN 303-190-65T, owned by the U.S. Postal Service (USPS). Clovis Unified School District relinquished its interest in this parcel when a post office was proposed for the site. When the Woodward Park Post Office was developed, the USPS worked with the City of Fresno to ensure that appropriate dedications and frontage improvements were done along East Nees Avenue. The property involved in the current plan amendment, rezone, and conditional use permit applications comprises a remnant of land left over after development of the Woodward Park Post Office.

As a sovereign government agency, the USPS is exempt from requirements of the California Subdivision Map Act (California Government Code Sections 66410 *et. seq.*) and may create new parcels by deeding portions of existing parcels. When completed this spring, the real estate transaction on the subject property is expected to yield three parcels. After that transaction is completed, approval can proceed for CUP Application No. C-11-008 related to the plan amendment and rezone applications currently being considered. Ultimate division of the property is not material for consideration of these plan amendment and rezone applications.

The proposed Conditional use Permit, including its design, may be found:

- (1) To be consistent with the goals, objectives and policies of the applicable 2025 Fresno General Plan and Woodward Park Community Plan;
- (2) To be in a location suitable for the type and intensity of development;
- (3) To be safe from potential cause or introduction of serious public health problems;
and,
- (4) To not conflict with any public interests in the subject property or adjacent lands.

Therefore, it is staff's opinion that all components of the proposed project would be consistent with respective general and community plan objectives and policies, and that approval of this project will not conflict with any applicable land use plan goal, objective or policy, or any land use regulation of the City of Fresno. Because the project furthers the over-arching goals and objectives of the 2025 Fresno General Plan and Woodward Park Community Plan, no mitigation for land use impacts is deemed necessary.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

The subject property is not located in an area designated for mineral resource preservation or recovery, and would not utilize an undue amount of aggregate mineral resources.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

In developed areas of the community, noise conflicts often occur when a noise sensitive land use is located adjacent to a noise generator. Noise in these situations frequently stems from on-site operations, use of outdoor equipment, uses where large numbers of persons assemble, and vehicular traffic. The City of Fresno Noise Element of the 2025 Fresno General Plan establishes a land use compatibility criterion of 60dB DNL for exterior noise levels in outdoor activity areas of new residential developments, and it also requires that interior noise levels attributable to exterior noise sources not exceed 45 dB DNL. The intent of the interior noise level standard is to provide an acceptable noise environment for indoor communication and sleep.

For stationary noise sources, the noise element establishes noise compatibility criteria in terms of the exterior hourly equivalent sound level (L_{eq}) and maximum sound level (L_{max}). The standards are more restrictive during the nighttime hours, defined as 10:00 p.m. to 7:00 a.m. The standards may be adjusted upward (less restrictive) if the existing ambient noise level without the source of interest already exceeds these standards.

The Noise Element standards for stationary noise sources are: (1) 50 dBA L_{eq} for the daytime and 45 dBA L_{eq} for the nighttime hourly equivalent sound levels; and, (2) 70 dBA L_{max} for the daytime and 65 dBA L_{max} for the nighttime maximum sound levels. If the existing ambient noise levels equal or exceed these levels, mitigation is required to limit noise to the ambient noise level plus 5 dB.

The proposed project will not expose persons to excessive noise levels. Although the project will create additional activity in the area, the project will be required to comply with all noise policies from the 2025 Fresno General Plan and noise ordinance of the Fresno Municipal Code. Therefore, there will be no exposure to excessive noise.

The car wash is not, itself a noise-sensitive use, so no acoustical study of East Nees Avenue traffic will be necessary. There are no noise-sensitive residential buildings or institutional uses adjacent to the car wash and the applicant has located the car wash so as to minimize impacts on adjacent properties. The project layout is designed to protect the on-site office uses from major street noise and on-site car wash noise.

Since the project site currently is vacant, the proposed project will result in an increase in temporary and/or periodic ambient noise levels in the project vicinity above existing levels. Some of this increase will occur during project construction, but that activity will be limited in duration and ameliorated by the large commercial buildings on the southwest corner of First and Nees which will protect Kastner Intermediate school facilities from potential noise. Construction activities associated could also expose persons and structures to some groundborne vibration. However, this would only be during the initial phase of project construction and would be a transient effect due to the small size of this property; thus, these noise impacts are deemed to be less than significant impacts.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, mitigation measures No. K-2 and K-3 relating to noise, as identified in the attached Exhibit C, MEIR Mitigation Measure Monitoring Checklist for this project dated March 18, 2011.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

The subject site is currently vacant and unimproved, with no planned or existing dwelling units. Therefore, no displacement of homes or residents could occur from the proposed project. The project's proposed community commercial land use would not provide for housing. Given these facts, it is determined that no population and housing impacts would result from the project.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES --				

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:			X	
Fire protection?				X
Police protection?				X
Drainage and flood control?				X
Parks?				X
Schools?				X
Other public services?				X

City Fire and Police Department services are available to serve the proposed project, and Fresno Metropolitan Flood Control District has indicated that there are adequate facilities to provide drainage and flood control service for the project. These departments and agencies have all reviewed the project and submitted any necessary conditions and notices of requirement that will be reiterated in the CUP Conditions of Approval for the car wash and office/storage buildings. All conditions of approval must be complied with prior to issuance of construction permits or prior to occupancy. The conditions of approval will ensure that the proposed project will have less than significant local and cumulative impacts to urban services. The project is adjacent to Kastner Intermediate School but would have no physical impact on the school. The Clovis Unified School District, has adopted school construction fees to mitigate its needs for classroom space to accommodate planned population growth and student generation which occurs subsequent to development. Clovis Unified School District has determined that nonresidential development has some impact on student generation through a linkage to employment, and assesses new and enlarged commercial and industrial buildings a developer fee, currently at the rate of \$0.47 per square foot. As a matter of law, the developer is required to pay school construction impact fees to Clovis Unified at time of building permits. The school district recognizes that all school facility and student generation impacts from projects are deemed fully mitigated by payment of the developer fees, pursuant to Government Code Section 65996.

Therefore, the proposed project will not affect public services beyond its share of cumulative impacts as analyzed in MEIR No. 10130 certified for the 2025 Fresno General Plan. No project-specific mitigation measures is required beyond those previously cited in this Initial Study with because the requirement for an on-site hydrant is enforced as a provision of the City's Fire Prevention Ordinance and the imposition of school construction fees are ensured through the construction plan check and building permit issuance process.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Customers and tenants of the project will be able to utilize the existing improved urban trail located on the southerly boundary of the project, but not at a level which would accelerate the trail's physical deterioration.

The subject property is located north of some of the Kastner Intermediate School play fields, but the project is not expected to have any impact on them. The proposed project will not result in physical deterioration of the school's recreational facilities or existing area parks. The project has no residential component and will not create any demand for children's recreational services or facilities.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC -- Would the project:		X		

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?				X
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways?				X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?			X	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X

Fresno's street network design is the product of careful planning that projects traffic capacity needs based on vehicle trip generation anticipated for planned land uses. The street network provides adequate access to individual properties, collectively affording the community an adequate and efficient circulation system. The hierarchy of street designations and the location of major roadways recognizes the traffic generating characteristics of tributary local streets and the aggregate traffic generation of planned land uses. In recent decades, the city has increased its emphasis on non-vehicular travel, requiring additional infrastructure improvements to serve bicycle, pedestrian, and mass transit modes of travel.

The subject property is located on the south side of East Nees Avenue between North Bond and North First Streets. Both roadways are divided arterials and are fully developed in the vicinity of the project. As noted above, East Nees Avenue provides access to the property; dedications

and frontage improvements for this property were previously done when the Woodward Park Post Office was approved.

According to factors from the Traffic Engineers (ITE) Trip Generation Manual, buildout of the current Public Facility Planned land use would generate 304 average daily trips (ADT) on the subject property, with 24 trips during the morning (AM) peak travel period and 82 trips during the evening (PM) peak travel period.

While the 2025 Fresno General Plan's cumulative traffic impact study projected a Level of Service (LOS) lower than "D" for the First & Nees intersection and the First – Millbrook segment of East Nees Avenue at full buildout of planned land uses depicted in the 2025 Fresno General Plan, a finding of over-riding consideration was made in certifying the MEIR for many intersections and roadway segments where traffic modeling predicted a LOS below "D."

It was deemed infeasible and ultimately more deleterious to add additional lanes (width) to all these roadways just to maintain LOS "D" or better for the very limited AM and PM peak travel periods. The finding of over-riding consideration included the First & Nees intersection and the segment of East Nees Avenue abutting the subject property.

This issue was re-examined when Plan Amendment Application No. A-11-01 was submitted for review. The City of Fresno requires that a traffic impact study (TIS) be prepared for each plan amendment application, in order to re-evaluate the cumulative analysis contained in the MEIR for the 2025 Fresno General Plan, and in order to determine the need for project-specific mitigation measures.

The December 22, 2010 TIS for this project was prepared by TJKM Transportation Consultants and was reviewed by the City's Traffic Engineer, who concurred with its study methodology and findings.

The TIS contains a more detailed analysis of projected vehicle trips than general "boilerplate" data from the ITE Trip Generation Manual. A 4,852 sq. ft. car wash with three employees would generate 592 ADT, 38 of which are estimated to occur during the AM peak hour and 76 of which are projected to occur during the PM peak hour. Analysis of the office/storage buildings by aggregating of their square footages by use (3,000 total sq. ft. of total office space and 8,280 sq. ft. of small warehouse space) yields 54 ADTs, with 6 a.m. peak hour trips and an equal number of p.m. peak hour trips. The TIS conducted for this project also included analysis of existing and projected traffic conditions in the vicinity. The First – Bond segment of East Nees Avenue was evaluated and determined to be operating at LOS "D". The proximal First & Nees intersection was also determined to be operating at LOS "D." Upon completion of the proposed project, these LOS ratings are not projected to change.

The project-specific mitigation measures proposed by the Traffic Engineer in his March 10, 2011 TIS review letter (copy attached) include payment of City and Regional transportation and signalization mitigation and impact fees, as well as compliance with Traffic Engineering Division requirements for the site plan associated with Conditional Use Permit Application No. C-11-008.

The TIS notes that FAX routes 34, 38 and 58 transit Nees Avenue with stops on the southeast and northwest corners of the First & Nees intersection. These routes provide transportation to downtown Fresno, RiverPark, Fashion Fair, CSU Fresno, libraries in northeast Fresno, and several high schools. Bike lanes already exist on North First Street and East Nees Avenue in the project vicinity. As noted above, there is an urban trail developed in the transmission line easement from Bond Street to First Street. This trail extends south, past the Kastner Intermediate School campus, following the Bond Street alignment to Herndon Avenue where it links with other elements of the City's urban trail system.

California Department of Transportation Division 6 staff reviewed the TIS and the project description, and indicated that they had no comment with regard to state transportation facilities.

City Public Works Traffic Engineering staff reviewed the proposed conditional use permit and generated a memorandum of requirements dated February 11, 2011. The estimate of ADTs and peak hour trips presented in the memorandum was based on standard ITE Manual trip generation factors and is not as refined or accurate as the trip generation analysis of the Traffic Impact Study prepared by TJKM Transportation Consultants; therefore, the TIS trip generation estimates approved by the City Traffic Engineer should be considered the correct data.

In summary, this project does represent an increase in traffic above that expected from buildout of the currently planned land use for the subject property, but the project includes features which would reduce vehicular travel and would lessen impacts on major streets and major street intersections in the vicinity. The project would include ongoing access to the pedestrian pathway at its southerly boundary, facilitating non-motorized travel. The proposed car wash/office development is designed to share its main entry driveway with the Woodward Park Post Office, so that persons could travel between the Post Office and the project without going onto Nees Avenue. Furthermore, a cross-access is being negotiated with the commercial property owner to the west, which would facilitate unification of existing and planned community commercial internal circulation (it would allow drivers to access North First Street without having to go east on Nees Avenue and then make a U-turn). This project provides the means to integrate the Woodward Park Post Office into internal commercial circulation of the entire southeast corner of First & Nees. With payment of this project's traffic and signalization fees, no significant adverse impacts to transportation or traffic circulation are expected to result from development of the car wash and office/storage buildings beyond those traffic impacts determined through MEIR No. 10130 certified for the 2025 Fresno General Plan.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, mitigation measures Nos. B-1 through B-7 and C-3 relating to transportation and transportation infrastructure, as identified in the attached Exhibit C, MEIR Mitigation Measure Monitoring Checklist for this project, dated March 18, 2011.
2. The proposed project shall implement and incorporate the transportation system mitigation measures as noted in the attached Exhibit D, Project Specific Monitoring Checklist dated March 18, 2011.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS - - Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				x

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		X		
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

As noted previously, the Woodward Park Community Plan requires that the City Department of Public Utilities (DPU) make a determination that adequate sanitary sewer and water supply service will be available to serve the proposed project. In the previously referenced January 26, 2011 memoranda, these findings were made DPU. The memoranda also set forth requirements for reimbursement of previously-installed wastewater and water infrastructure as well as requirements for standard connections. As also noted previously, the project is subject to water conservation mitigation measures in the MEIR and in the project-specific mitigation checklist. The proposed project is not expected to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, with oversight from the Environmental Control Section of the DPU Wastewater Division.

The only new water or wastewater facilities anticipated necessary to serve this project would be individual waste and water lines to serve this individual project, one or more water meters to serve the project, grease and grit interceptors for the car wash, and an on-site hydrant.

No new public storm drainage facilities are required for this project, as related in the previously-referenced FMFCD Notice of Requirements dated February 10, 2011. However, on-site

drainage features are likely to be necessary to direct and channel stormwater runoff according to the approved drainage and grading plan, and under provisions of the stormwater pollution prevention plan will be less than significant given that the developer will be required to provide drainage services.

The project site can be serviced by the DPU Solid Waste Division or by a private contractor, at the applicant's option. CUP development requirements pursuant to solid waste involve the location and configuration of waste bin enclosures, and provisions for storage of recyclables. The City of Fresno has one of the highest waste diversion (recycling) rates in the nation, so the net quantity of solid waste being sent to a repository from this facility is expected to be small.

The designated repository for the City's non-recyclable waste stream is the Fresno County American Avenue Landfill, whose capacity is sufficient for the foreseeable future (over 35 years remaining in current permitted capacity).

Mitigation Measures

1. The proposed project shall implement and incorporate measures D-2 through D4, D-9 through D-13, F-1, F-3, and F-5 as outlined in Exhibit C, the MEIR Mitigation Measure Monitoring Checklist dated March 18, 2011.
2. The proposed project shall implement and incorporate the water supply and water quality related mitigation measures as noted in the attached Exhibit D, Project Specific Monitoring Checklist dated March 18, 2011.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				X
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

In summary, given the preceding analysis and mitigation measures required of the proposed project, it may be concluded that the proposed project:

- does not have environmental impacts which will cause substantial adverse effects on human beings, either directly nor indirectly.
- does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish/wildlife or native plant species (or cause their population to drop below self-sustaining levels), does not threaten to eliminate a native plant or animal community, and does not threaten or restrict the range of a rare or endangered plant or animal.
- does not eliminate important examples of elements of California history or prehistory.
- does not have impacts which would be cumulatively considerable even though individually limited.

Therefore, there are no mandatory findings of significance, and preparation of an Environmental Impact Report is not warranted for this project.

Attachments: Vicinity Map

2008 Aerial photo of project site and vicinity

Exhibit B, MEIR No. 10130 Review Summary

Exhibit C, MEIR Mitigation Measure Monitoring Checklist, dated March 18, 2011

Exhibit D, Project-Specific Mitigation Measure Monitoring Checklist, dated March 18, 2011

Letter from San Joaquin Valley Air Pollution Control District, dated January 27, 2011

Letter from Fresno County Environmental Health, dated February 3, 2011

Letter from Fresno Irrigation District, dated January 27, 2011

Memoranda from Department of Public Utilities regarding Water and Sewer Requirements, both dated January 26, 2011

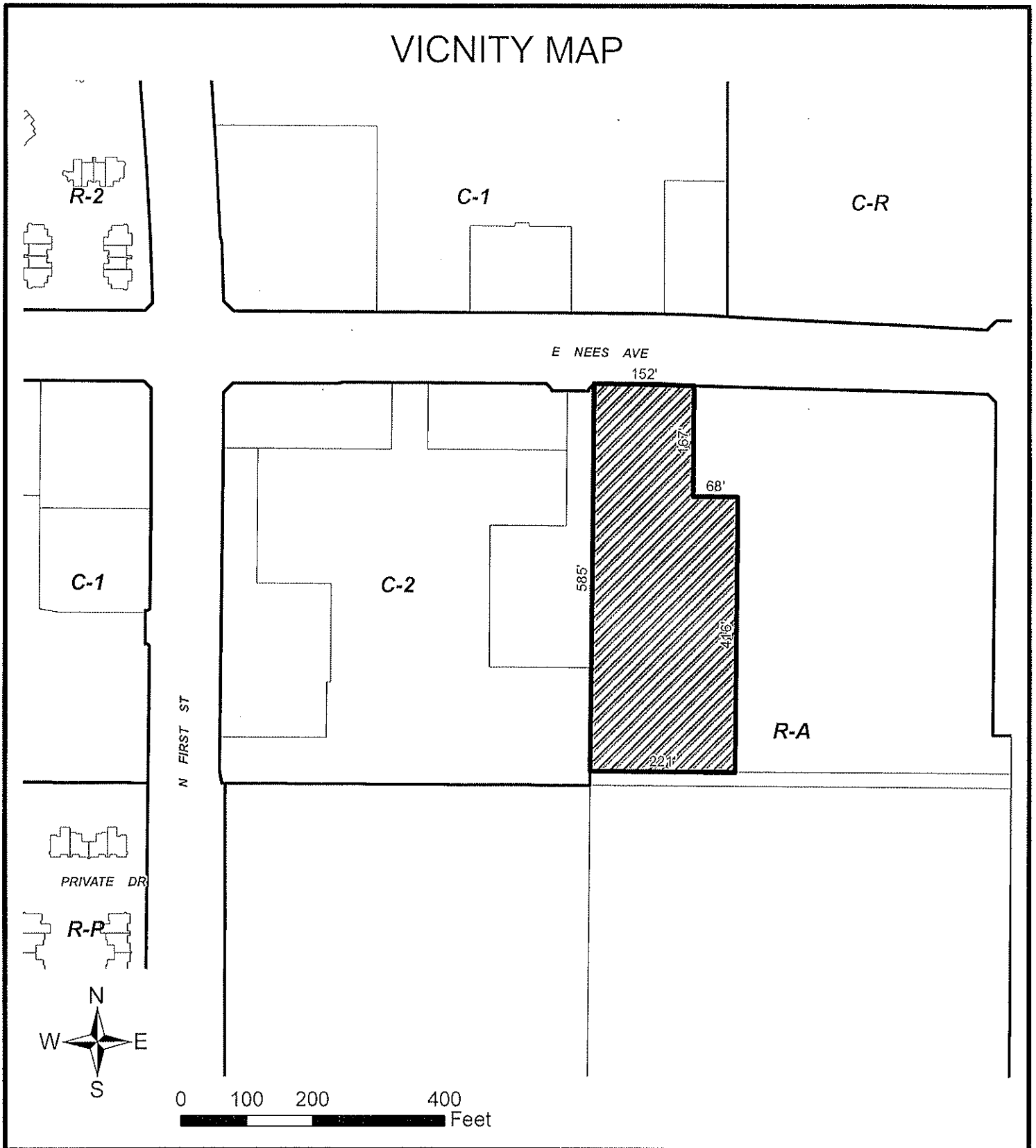
Fresno Metropolitan Flood Control District Notice of Requirements dated February 10, 2011

Map of current planned land uses in project vicinity

Letter from City Traffic Engineer Bryan Jones, dated March 10, 2011, regarding review of the Traffic Impact Study prepared TJKM Transportation Consultants

Public Works Department, Traffic Engineering Division memorandum regarding Conditional Use Permit Application No. C -11-008, dated February 11, 2011

VICINITY MAP



A-11-01, R-11-01, C-11-008

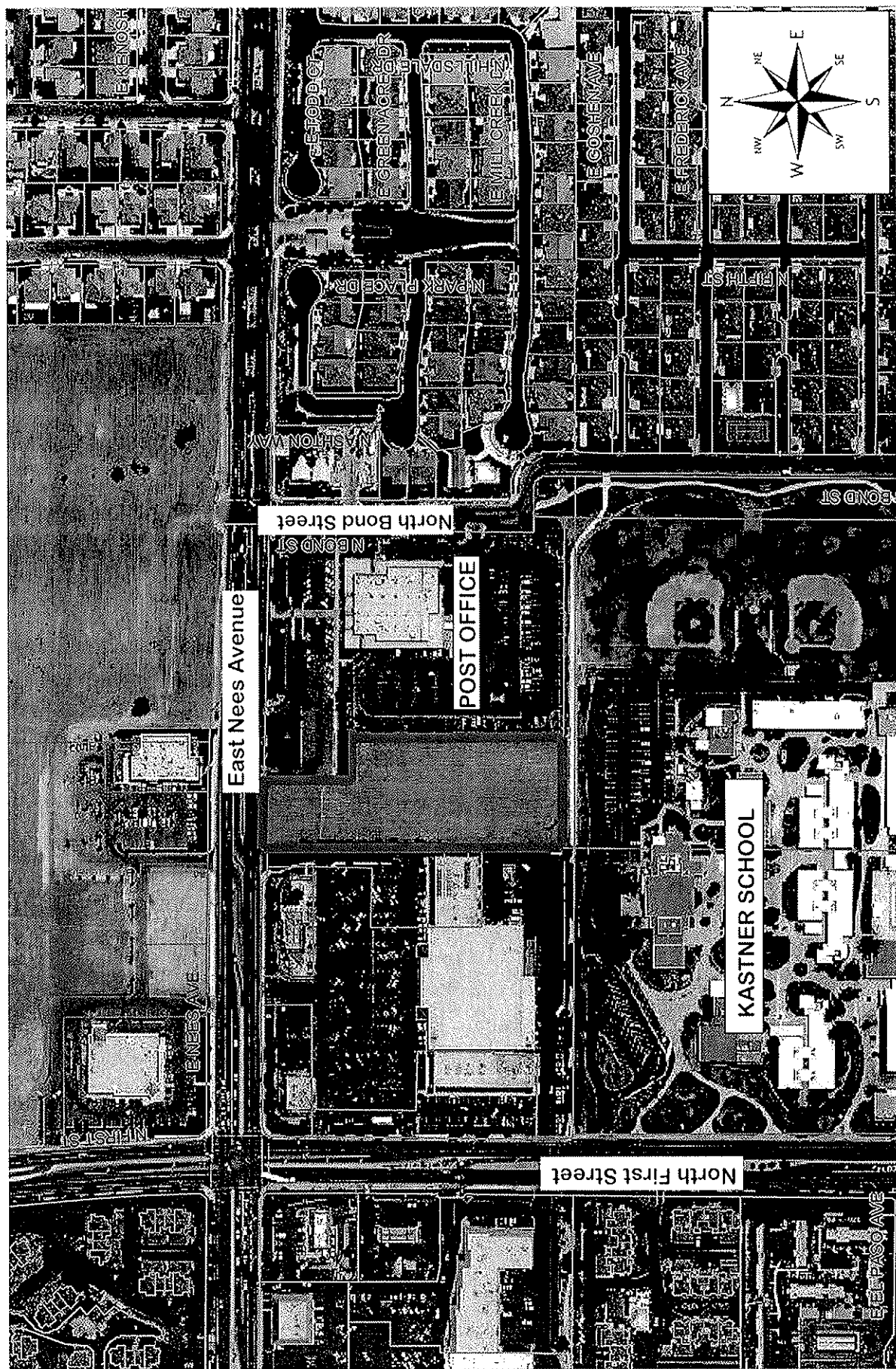
APN: 303-190-65

701 East Nees Avenue



R-A/UGM to C-2/UGM, 2.69 Acres

Public Facility – Middle &
Elementary School to
Community Commercial



A-11-01, R-11-01, C-11-008, Aerial Photo (2008)

EXHIBIT B
MASTER ENVIRONMENTAL IMPACT REPORT (MEIR)
REVIEW SUMMARY

Projected Population and Housing. The City of Fresno experienced a period of notable growth in the construction of single family residences over the first five-year period of the 2025 Fresno General Plan (2003 through 2007). However, this development has occurred within the parameters anticipated by the General Plan and the mitigation measures established by Master Environmental Impact Report (MEIR 10130/SCH 2001071097). The General Plan and its MEIR utilized a projected population growth rate for purposes of land use and resource planning. This projection anticipated an annual average population growth of approximately 1.9 percent over the 23-year planning period. Population estimates provided by the State of California Department of Finance (DOF) indicate a population growth of approximately 60, 000 people between 2002 and 2007 with a growth rate varying from 1.47 to 1.97 percent per year. These estimates are well within the growth projections of the General Plan and MEIR.

The City has processed 128 plan amendment applications since the adoption of the 2025 Fresno General Plan. These applications have resulted in changes of planned land use that affected approximately 1,000 acres, representing approximately one percent of the land area within the 2025 Fresno General Plan boundary. The impacts of these amendments are minimal and not significant in relation to the balance of the density and intensity of the land uses impacted by the plan amendment applications.

Based upon this, many of the assumptions relied upon for the MEIR to address other impacts, such as traffic, air quality, need for public utilities, services and facilities and water supplies are still valid to the extent that these assumptions relied upon projected population growth during the General Plan planning period. For this reason and the others provided below, the Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known pursuant to CEQA Guideline Section 15179(b)(1) and the MEIR may still be relied upon.

Transportation and Circulation. Subsequent to the certification of the MEIR the City of Fresno has required the preparation of approximately 200 site specific traffic impact studies and had required the provision of street, intersection signalization and transportation improvements in accordance with the adopted mitigation measures of the MEIR. The City's Traffic Engineer reports that through review of these approximately 200 traffic impact studies, the City has not seen traffic counts substantially different than those predicted by the MEIR. Concurrently with these efforts, the City adopted a new program for traffic signal and major street impact fees to pay for planned improvements throughout Fresno (not just in new growth areas, as has been the case with the previous impact fee program). These fees will more comprehensively provide for meeting transportation infrastructure needs and will expedite reimbursement for developments, which construct improvements that exceed the project's proportionate share of the corresponding traffic or transportation capacity needs.

In addition to the local street system, the City has entered into an agreement with the California Department of Transportation to collect impact fees for state highway facilities which may be impacted by new development projects. The City participates in the Fresno County Transportation Authority, which recently was successful in obtaining voter re-authorization of a half-cent sales tax to be dedicated to a wide range of transportation facilities and programs

half-cent sales tax to be dedicated to a wide range of transportation facilities and programs (including mass transit). The City is also an active participant in ongoing regional transportation planning efforts, such as a freeway deficiency study, a corridor study for one or more additional San Joaquin River crossings, and the State's "Blueprint for the Valley" process. All these studies were commenced after the MEIR was certified, but none of them is yet completed. Therefore, it cannot be concluded that Fresno's environmental setting or the MEIR analysis of traffic and circulation have materially changed since November of 2002.

Therefore, staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known based upon traffic impacts pursuant to CEQA Guideline Section 15179(b)(1).

Air Quality and Global Climate Change Staff has worked closely with the regional San Joaquin Valley Air Pollution Control District (SJVAPCD) since the November 2002 certification of the 2025 Fresno General Plan Master Environmental Impact Report (MEIR). Potential air quality impacts have been analyzed for every environmental assessment initial study done for City development projects. Projects are required to comply with SJVAPCD rules and regulations via conditions of approval and mitigation measures formulated in the MEIR.

Overall, revisitation of these issues leads to the conclusion that, while there have been changes in air quality laws, planning requirements, and rules and regulations since certification of the MEIR, the actual environmental setting has not evidenced degradation of air quality. (Because air quality and global climate change are matters of some public controversy, additional documentation has been supplied on this issue; please refer to the appended full analysis with supporting data.)

In conjunction with SJVAPCD attainment plans and attendant rules and regulations that were adopted prior to the certification of the MEIR, policies in the 2025 Fresno General Plan and MEIR mitigation measures aimed at improving air quality appear to be working. Since 2002, data show that pollutant levels have been steadily decreasing for ozone/oxidants and for particulate matter (10 microns and 2 microns in size). Recent adoption of new air quality attainment plans by SJVAPCD, calling for broader and more stringent rules and regulations to achieve compliance with national and state standards, is expected to accelerate progress toward attainment of clean air act standards.

Analysis of global climate change analysis was not part of the MEIR in 2002, due to lack of scientific consensus on the matter and a lack of analytical tools. However, under the MEIR and General Plan mitigation measures and policies for reducing all forms of air pollution, levels of greenhouse gases have been reduced along with the other regulated air pollutants. At this point in time, detailed analysis and conclusions as to the significance of greenhouse gas emissions and strategies for mitigation are still not feasible, because the legislatively-mandated greenhouse gas inventory benchmarking and the environmental analysis policy formulation tasks of the California Environmental Protection Agency Air Resources Board and the Governor's Office of Planning and research are not completed. The information available does not support any conclusion that Plan Amendment No. A-11-01/Rezone R-11-01/Conditional Use Permit No. C-11-01 or other City projects would have a significantly adverse impact on global climate change. Similarly, there is insufficient information to conclude that global climate change would have a significantly adverse impact upon the City of Fresno or specific development projects.

Staff is not aware of any particular circumstance or information that would make impacts to air quality a reasonably foreseeable impact or more severe impact from that identified in the MEIR. Therefore, Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known based upon air quality impacts pursuant to CEQA Guideline Section 15179(b)(1).

Water Supply, Quality and Hydrology. The City of Fresno has initiated, continued and completed numerous projects addressing general plan and MEIR provisions relating maintaining an adequate supply of safe drinking water to serve present and future projected needs. A water meter retrofit program to meter service to all consumers by the end of the year 2012 is underway, in compliance with State law that predated the MEIR and with new regulations affecting the U.S. Bureau of Reclamation Central Valley Project. (While the federal regulation has trumped a voter-approved City charter amendment that specifically prohibited using meters for residential development, the City's plans and policies have always contained measures calling for water conservation and for seeking ways to reduce average consumption of households. Metering is recognized as the best implementation measure for this, and does not constitute a change in the City's environmental setting or the analysis and mitigation in the 2025 Fresno General Plan MEIR.) After certification of the MEIR, the City commenced operation of its northeast area surface water treatment facility; initiated and began construction of additional groundwater wells with granular activated carbon filtration systems as necessary to remediate groundwater contamination that was discussed in the MEIR and its mitigation measures; provided for additional groundwater recharge areas; and expanded its network of water transmission main pipeline improvements allowing for improved distribution of water supply.

As called for in 2025 General Plan policies and MEIR mitigation measures, the City has implemented several programs for preventing water pollution: In conjunction with Fresno Metropolitan Flood Control District and the Regional Water Quality Control Board (RWQCB) City inspectors assist in enforcing the National Pollutant Discharge Elimination System Stormwater Pollution Prevention regulations, The Planning and Development Department also consults with RWQCB on specific development projects which may require on-site wastewater treatment, and provides project-specific conditions and even supplemental environmental analysis for such projects, with specific mitigation measures. The City's Department of Public Utilities has enhanced its industrial pretreatment permitting program for industrial wastewater generators who discharge to the Fresno-Clovis Wastewater Treatment and Reclamation Facility.

Staff is not aware of any particular circumstance or information that would make impacts to water supply, quality and hydrology a reasonably foreseeable impact or more severe impact from that identified in the MEIR. The Director of Public Utilities finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known based upon traffic impacts pursuant to CEQA Guideline Section 15179(b)(1).

Agricultural Resources. The implementation of applicable policies since adoption of the 2025 Fresno General Plan has encouraged the development of urban uses in a more systematic pattern that avoids discontinuity and the creation of vacant by-passed properties. These efforts, together with the requirement to record "right-to-farm" covenants, facilitate the continuation of existing agricultural uses within the city's planned urban growth boundary during the interim period preceding orderly development of the property as anticipated by the General Plan. Staff is not aware of any particular circumstance or information that would make impacts from loss of

agricultural resources a reasonably foreseeable impact or more severe impact from that identified in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to loss of agricultural resources pursuant to CEQA Guideline Section 15179(b)(1).

Demand for Utilities and Service Systems. The City of Fresno has continued to provide for utilities and service systems commensurate with the demands of increased population and employment within its service area, implementing policies of the 2025 Fresno General Plan and conforming to MEIR mitigation measures. Programmatic measures have been continued, expanded or initiated to increase the efficiencies of providing services in a manner that will reduce potential impacts upon the natural and human environment. These improvements have included bringing the City's first surface water treatment plant on-line to distribute treated surface water, thereby preventing a worsening of groundwater overdraft in northeast Fresno; converting a substantial portion of the City's service vehicle fleet to alternative fuels; and expanding recycling and conservation measures (including contracting with a major material sorting and recycling facility and a green waste processor to comply with AB 939 solid waste reduction mandates) to more judiciously use resources and minimize adverse impacts the environment. Adoption of City-wide police and fire facility development impact fees and a contract to consolidate fire service with an adjacent fire prevention district have been accomplished to assure the provision of adequate firefighting capacity to serve a broader geographic extend of urban development and more intensive and mixed-use development throughout the metropolitan area.

Because these changes were anticipated in, or provided for by, the 2025 Fresno General Plan and its MEIR mitigation measures, they do not constitute a significant or adverse alteration of Fresno's environmental setting. Staff is not aware of any particular circumstance or information that would make impacts from increased demand for utilities and service systems and public facilities a reasonably foreseeable impact or more severe impact from that identified in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to increased demand for utilities, service systems, and public facilities pursuant to CEQA Guideline Section 15179(b)(1).

Demand for Recreational Facilities. The City of Fresno has adopted and City-wide parks facility and Quimby Act fee which provides for the acquisition of new open space and recreation facilities as well as improvements to existing facilities and programs to provide a broader range of recreation opportunities. Staff is not aware of any particular circumstance or information that would make impacts from increased demand for recreational facilities a reasonably foreseeable impact or more severe impact from that identified in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to increased demand for utilities, service systems, and public facilities pursuant to CEQA Guideline Section 15179(b)(1).

Biological Resources. The City continues to evaluate all development proposals for potential impacts upon natural habitats and associated species dependent upon these habitats. The City supports continuing efforts to acquire the most prominent habitats where appropriate, such as portions of the San Joaquin River environs. When development or public works projects have been proposed in this area, they have been subject to site-specific evaluation through

supplemental environmental analyses, and appropriate mitigation measures and conditions applied as derived from consultation with the U.S. Fish and Wildlife Service and the California Department of Fish and Game. The City has imposed MEIR mitigation measures related to Biological Resources on projects that identified potential impacts to biological resources. Staff finds that this has adequately addressed any potential impact to biological resources. Staff is not aware of any particular circumstance or information that would make impacts from loss of biological resources a reasonably foreseeable impact or more severe impact from that identified in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to loss of biological resources pursuant to CEQA Guideline Section 15179(b)(1).

Potential Disturbance of Cultural Resources. The City of Fresno has implemented numerous efforts to identify historic and cultural resources, and provide thorough consideration as to their value and contributions to understanding or historic and cultural heritage.

Additionally, staff follows the MEIR mitigation measures for potential cultural resources. Staff is not aware of any particular circumstance or information that would make impacts to cultural resources a reasonably foreseeable impact that was not identified in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to loss of cultural resources pursuant to CEQA Guideline Section 15179(b)(1).

Within the last five years, the City has lost two lawsuits (Valley Advocates v. COF and Heritage Fresno v. RDA, City of Fresno) related to historical resources that related to six particular buildings at two different particular sites. The CEQA projects at issue were reviewed under independent CEQA documents, not under the MEIR as subsequent projects (*i.e.*, one under a separate EIR and one under a categorical exemption). These projects are site specific and are not reasonably expected to create additional impacts to cultural resources that would affect a finding under Section 15179. These particular projects may be properly assessed under the MEIR focused EIR procedures or mitigated negative declaration procedures under Section 15178 and not affect the overall MEIR findings.

Generation of Noise. The City of Fresno continues to implement mitigation measures and applicable plan policies to reduce the level of noise to which sensitive noise receptors are exposed. These efforts include identification of high noise exposure areas, limiting the development of new noise sensitive uses within these identified areas and conducting noise exposure studies and requiring implementation of appropriate design measures to reduce noise exposure. Staff finds that these efforts have adequately addressed any potential impacts that may have arisen related to noise and is not aware of any facts or circumstance that would make noise impacts have a more severe impact than that identified in the MEIR. Additionally, staff is not aware of any information or data that was not known at the time that the MEIR was certified that would be able to mitigate noise impacts beyond that identified and contemplated by the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to noise impacts pursuant to CEQA Guideline Section 15179(b)(1).

Geology and Soils. The City of Fresno has a predominantly flat terrain with few geologic or soil quality constraints. The City continues to apply applicable local and state construction codes and standards and continues to adopt new standards as appropriate to insure the safety of residents and protection of property improvements.

Staff finds that these codes and standards have adequately addressed any potential impacts that may have arisen related to geology and soils and is not aware of any facts or circumstance that would make impacts related to geology and soils a reasonably foreseeable impact not addressed in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known regarding impacts related to geology and soils pursuant to CEQA Guideline Section 15179(b)(1).

Hazards and Potential Generation of Hazardous Materials The City continues to implement General Plan policies and assure compliance with MEIR mitigation measures as new development is planned and constructed, and as Code Enforcement activities are conducted, in order to prevent flood damage, structural failures due to soil and geologic instability, and wildfire losses. Development in the vicinity of airports has been reviewed and appropriately conditioned with regard to adopted and updated airport safety and noise policies. In consultation with Fresno County Environmental Health and the California Environmental Protection Agency Department of Toxic Substances Control, industrial and commercial facilities that use, handle, or store potentially hazardous materials are appropriately sited, conditioned, and inspected periodically by the Fresno Fire Department to prevent adverse occurrences. Homeland Security regulations have been taken into consideration when reviewing food production, processing and storage facilities, and the City has conducted and participated in multiple emergency response exercises to develop response plans that would protect life, health, and safety in the event of railroad accidents and other potential hazards.

Staff finds that these procedures, as outlined in the 2025 Fresno General Plan and its MEIR (as well as in related regulations and codes pertaining to hazards and hazardous materials) have adequately addressed potential impacts that may have arisen related to hazards. Staff is not aware of any facts or circumstance that would make impacts related to hazards and hazardous materials reasonably foreseeable impacts not addressed in the MEIR. Staff finds that the circumstances have not materially changed from the time the MEIR was certified and/or new information is not known related to impacts from hazards and hazardous materials pursuant to CEQA Guideline Section 15179(b)(1).

Demand for Energy. The City of Fresno has taken a number of steps to reduce energy consumption, both “in house” to set an example, and in the policy arena. The most notable “in-house” actions are the following:

- Construction of solar panel generator facilities at the Municipal Services Center (MSC) and at Fresno-Yosemite International Airport. The MSC facility, completed in 2004, generates 3.05 GWh of energy (equivalent to operation of 286 homes per year) and has resulted in reduction of 966 tons of CO₂ emissions (equivalent to 2,414,877 vehicular miles not driven).
- Replacement of a significant number of vehicles in the municipal fleet with clean air vehicles (please refer to the following table).

CURRENT CITY OF FRESNO "CLEAN AIR" FLEET

50	CNG Transit Buses
4	CNG Trolleys
6	CNG Handi-Ride Buses
59	Retrofitted Diesel Powered Buses with REV (reduced emission vehicle) engines and diesel particulate traps
2	Hybrid (gasoline-electric) Transit Buses
2	Hybrid (diesel-electric) Transit Buses
12	Compressed Natural Gas (CNG) Pickups, Vans and Sedans
7	Flex Fuel Pickups, Vans and Sedans (CNG/Unleaded Fuel)
3	Compressed Natural Gas (CNG) Street Sweepers
52	Hybrid (gasoline-electric) Sedans and Trucks
34	Electric Vehicles
5	Propane Powered Vehicles
103	LNG Powered Refuse Trucks
59	Retrofitted Diesel Powered Refuse Trucks with combination lean NOx catalyst and diesel particulate filters
9	Retrofitted Diesel Powered Street Sweepers with combination lean NOx catalyst and diesel particulate filters
1	Plug-In CNG/Electric Hybrid Refuse Truck
56	Heavy duty diesel trucks and construction equipment equipped with exhaust after-treatment devices
9	Off Road Equipment with exhaust after-treatment devices
473	Total "Clean Air" Vehicles in the City of Fresno fleet

In the development standards policy arena, the City is taking numerous steps to increase residential densities and connectivity between residential and commercial land uses, thus facilitating more walking, biking and transit ridership (which has increased 22% in recent months) and saving energy:

- Amended the zoning code to allow development of mixed use projects in all commercial zone districts citywide, and in the C-M and M-1 zone districts within the Central Area.
- Amended the zoning code to allow density bonuses for affordable housing projects. Such bonuses permit density increases of approximately 30%.
- Amended zoning code to eliminate the “drop down” provision, which permitted development at one density range less than that shown on the adopted land use map.
- Amended the zoning code to increase heights in various residential and commercial zone districts and reduce the minimum lot size in the R-1 zone district from 6,000 to 5,000 square feet.
- Initiated the Activity Center Study, which is defining the potential Activity Centers located in Exhibit 6 of the 2025 Fresno General Plan and proposing design classifications and increased density ranges for these centers and corresponding transportation corridors.

Staff is not aware of any facts or circumstance that would make impacts related to energy demands reasonably foreseeable impacts that were not addressed in the MEIR. Staff finds that the circumstances have not materially changed from the time the MEIR was certified and/or new information is not known related to energy demand impacts pursuant to CEQA Guideline Section 15179(b)(1).

Mineral Resources. The City of Fresno has adopted plan policies and City ordinance provisions consistent with requirements of the State of California necessary to preserve access to areas of identified resources and for restoration of land after resource recovery (surface mining) activities. Staff finds that these policies and Fresno Municipal Code provisions have adequately addressed any potential impacts that may have arisen related to mineral resources and is not aware of any facts or circumstance that would make loss of mineral resources a reasonably foreseeable impact not addressed in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to loss of mineral resources pursuant to CEQA Guideline Section 15179(b)(1).

School Facilities. The City of Fresno continues to consult with affected school districts and participate in school site planning efforts to assure the identification of appropriate location alternatives for planned school facilities. Staff is not aware of any information from the school districts or otherwise to demonstrate that adequate school facilities are not being accommodated under the current General Plan and/or that the need for school facilities is expected to cause impacts not identified in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to need for school facilities pursuant to CEQA Guideline Section 15179(b)(1).

Potential Aesthetic Impacts. Design Guidelines were appended to the 2025 Fresno General Plan through the plan adoption process conducted concurrently with MEIR analysis. As noted previously, General Plan policies encourage and promote infill development, and the City of Fresno Planning and Development Department has implemented design guidelines for reviewing infill housing development proposals. The Department has prepared detailed design guidelines for the Tower District Specific Plan area and the Fulton-Lowell Specific Plan area, both of which contain enclaves of unique structures. The City has adopted policies promoting incorporation of public art within private development projects, which will contribute to a more appealing visual environment, benefitting users of the private property as well as the surrounding community. In addition, the City of Fresno and the City of Fresno Redevelopment Agency have funded public improvements which improve the general aesthetic. Staff is not aware of any situation or circumstances where there are reasonably foreseeable aesthetic impacts not identified and assessed in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related aesthetic impacts pursuant to CEQA Guideline Section 15179(b)(1).

Appendix: Status of MEIR Analysis With Regard to Air Quality and Climate Change

APPENDIX

STATUS OF MEIR ANALYSIS WITH REGARD TO AIR QUALITY AND CLIMATE CHANGE

EXECUTIVE SUMMARY

Planning staff has worked closely with the regional San Joaquin Valley Air Pollution Control District (SJVAPCD) since the November 2002 certification of the 2025 Fresno General Plan Master Environmental Impact Report (MEIR). Potential air quality impacts have been analyzed for every environmental assessment initial study done for City development projects. Projects are required to comply with SJVAPCD rules and regulations via conditions of approval and mitigation measures formulated in the MEIR.

Overall, revisitation of these issues leads to the conclusion that, while there have been changes in air quality laws, planning requirements, and rules and regulations since certification of the MEIR, the actual environmental setting has not evidenced degradation of air quality. In conjunction with SJVAPCD attainment plans and attendant rules and regulations that were adopted prior to the certification of the MEIR, policies in the 2025 Fresno General Plan and MEIR mitigation measures aimed at improving air quality appear to be working. Since 2002, data show that pollutant levels have been steadily decreasing for ozone/oxidants and for particulate matter (10 microns and 2 microns in size). Recent adoption of new air quality attainment plans by SJVAPCD, calling for broader and more stringent rules and regulations to achieve compliance with national and state standards, is expected to accelerate progress toward attainment of clean air act standards.

Analysis of global climate change analysis was not part of the MEIR in 2002, due to lack of scientific consensus on the matter and a lack of analytical tools. However, under the MEIR and General Plan mitigation measures and policies for reducing all forms of air pollution, levels of greenhouse gases have been reduced along with the other regulated air pollutants. At this point in time, detailed analysis and conclusions as to the significance of greenhouse gas emissions and strategies for mitigation are still not feasible, because the legislatively-mandated greenhouse gas inventory benchmarking and the environmental analysis policy formulation tasks of the California Environmental Protection Agency Air Resources Board and the Governor's Office of Planning and research are not completed. The information available does not support any conclusion that Plan Amendment No. A-11-01/Rezone R-11-01/Conditional Use Permit No. C-11-01 or other City projects would have a significantly adverse impact on global climate change. Similarly, there is insufficient information to conclude that global climate change would have a significantly adverse impact upon the City of Fresno or specific development projects.

SUPPORTING DATA AND ANALYSIS

While there have been changes in air quality regulations since the November 2002 certification of the 2025 Fresno General Plan MEIR, the actual environmental setting has not evidenced degradation of air quality.

The adverse air quality impacts associated with the myriad of human activities potentiated by the long range general plan for the Fresno metropolitan area can be expected to remain significant and unavoidable, and cannot be completely mitigated through the General Plan or through project-level mitigation measures. In order to provide a suitable living environment within the metropolitan area, the General Plan and its MEIR included numerous air pollution reduction measures.

The 2025 Fresno General Plan and its MEIR gave emphasis to pursuing cleaner air as an overarching goal. The urban form element of the General Plan was designed to foster efficient transportation and to support mass transit and subdivision design standards are being implemented to support pedestrian travel. Strong policy direction in the Public Facilities and Resource Conservation elements require that air pollution improvement be a primary consideration for all land development proposals, that development and public facility projects conform to the 2025 Fresno General Plan and its EIR mitigation measures, and that the City work conjunctively with other agencies toward the goal of improving air quality.

The MEIR mitigation checklist sketched out a series of actions for the City to pursue with regard to its own operations, and City departments are pursuing these objectives. The Fresno Area Express (FAX) bus fleet and the Department of Public Utilities solid waste collection truck fleet are being converted to cleaner fuels. Lighter-duty vehicle fleets are also incorporating alternative fuels and "hybrid" vehicles. Mass transit system improvements are supporting increased ridership. Construction of sidewalks, paseos, bicycle lanes and bike paths is being required for new development projects, and are being incorporated into already-built segments of City rights-of-way with financing from grants, gas tax, and other road construction revenues. Traffic signal synchronization is being implemented. The Planning and Development Department amended the Fresno Municipal Code to ban all types of residential woodburning appliances, thereby removing the most prominent source of particulate matter pollution from new construction.

Pursuant to a specific MEIR mitigation measure, all proposed development projects are evaluated with the "Urbemis" air quality impact model that evaluates potential generation of a range of air pollutants and pollutant precursors from project construction, project-related traffic, and from various area-wide non-point air pollution sources (e.g., combustion appliances, yard maintenance activities, etc.). The results of this "Urbemis" model evaluation are used to determine the significance of development projects' air quality impacts as well as the basis for any project-specific air quality mitigation measures.

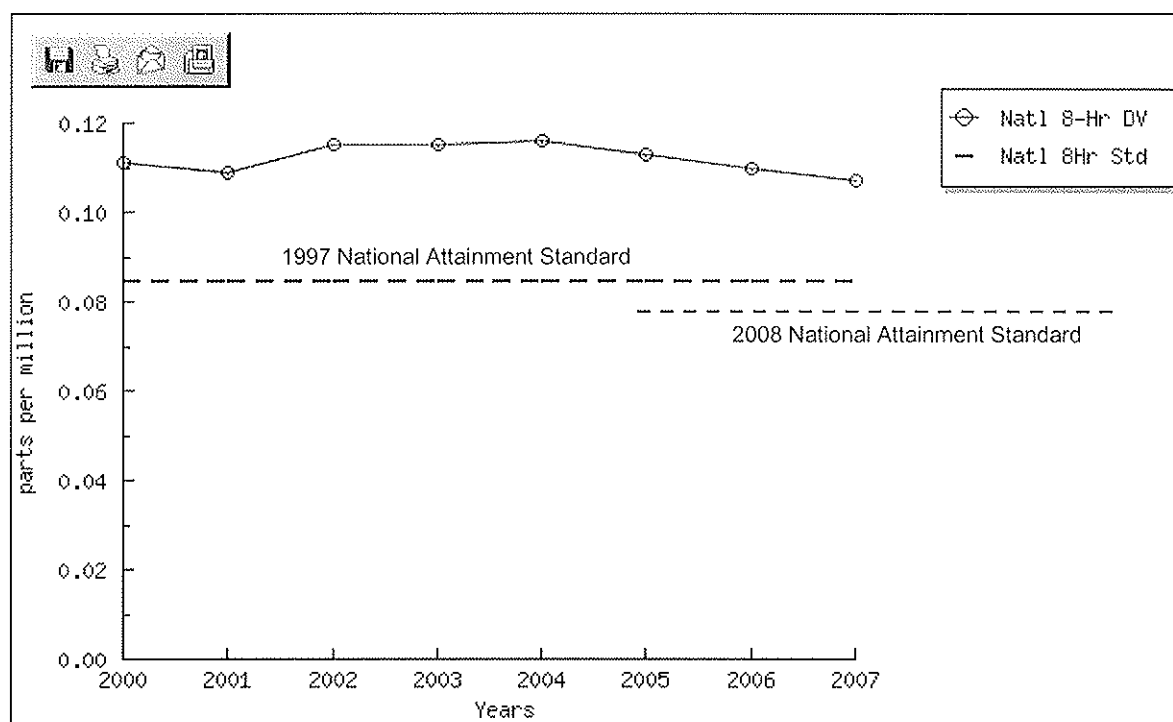
There are no new (i.e., unforeseen in the MEIR) reasonable mitigation measures which have become available since late 2002 that would assure the reduction of cumulative (city-wide) air quality impacts to a less than significant level at project buildout, even with full compliance with attainment plans and rules promulgated by the California Air Resources Board and the San Joaquin Valley Air Pollution Control District.

Through implementation of regional air quality attainment plans by the San Joaquin Valley Unified Air Pollution Control District (SJVAPCD), as supported by implementation of 2025 Fresno General Plan policies and MEIR mitigation measures, air pollution indices have shown improvement. Progress is being made toward attainment of federal and state ambient air quality standards.

Ozone/oxidant levels have shown gradual improvement, as depicted in the following graphs and charts from the California Air Resources Board (graphics with an aqua background) and from the San Joaquin Valley Air Pollution Control District (those with no background color):



Ozone Trends Summary: San Joaquin Valley Air Basin



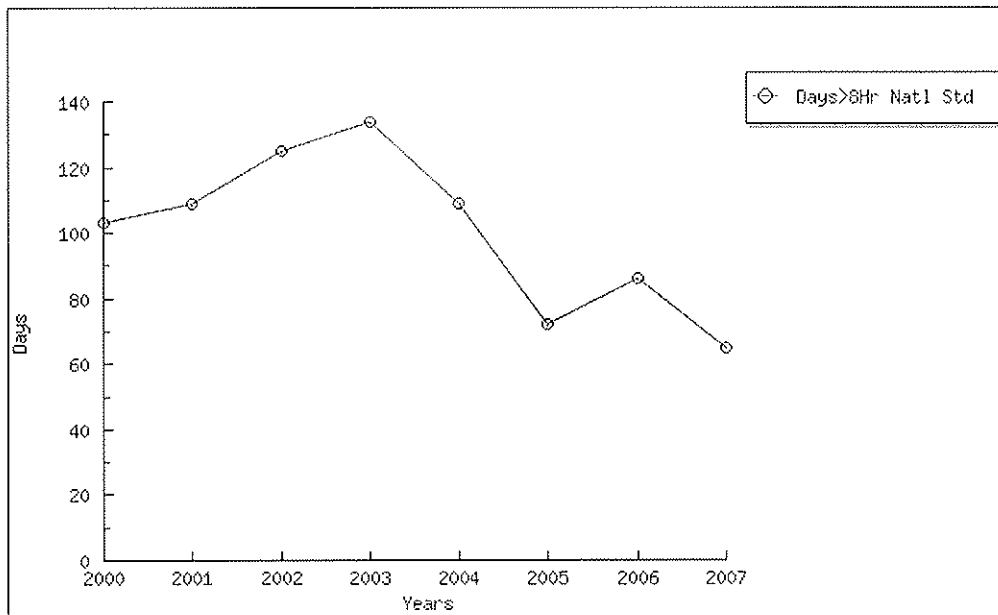
GRAPH NOTES: The "National 1997 8-Hour Ozone Design Value" is a three-year running average of the fourth-highest 8-hour ozone measurement averages in each of the three years (computed according to the method specified in Title 40, Code of Federal Regulations, Part 50, Appendix I).

Under the 1997 standard, in effect through the end of 2007, "Attainment" would be achieved if the three-year average were less than, or equal to, 84 parts per billion (ppb), or 0.084 parts per million (ppm). In 2008, a new National 8-Hour Ozone Attainment standard went into effect: a three year average of 75 ppb (0.075 ppm). Data and attainment status for 2008 is expected to become available in 2009.

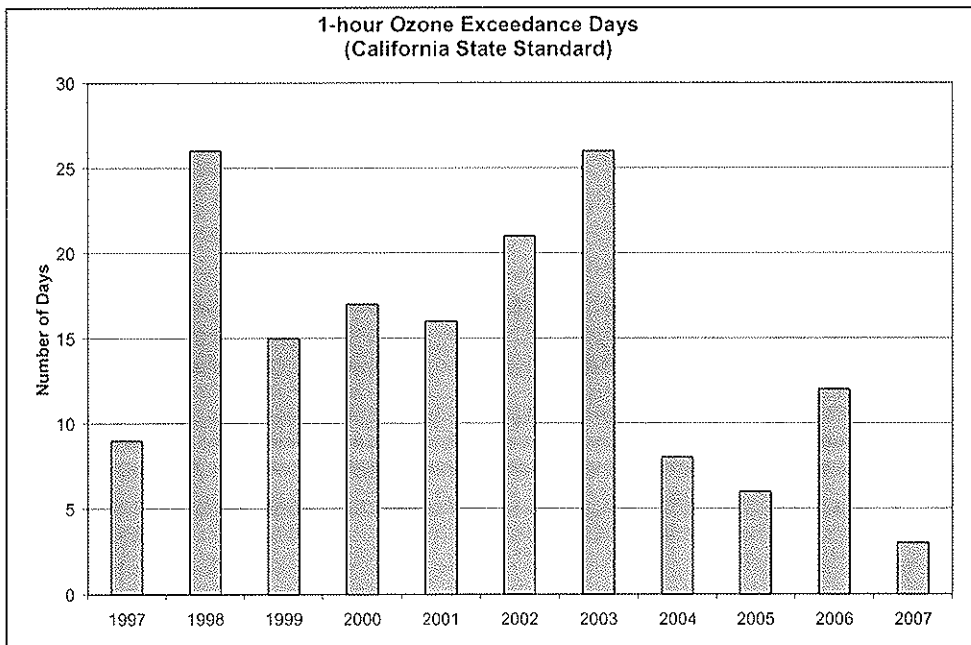
The California Clean Air Act has a different calculation method for its 8-hr oxidant [ozone] standard design value, and an attainment standard that is lower (0.070 ppm). The ozone improvement trend under the state Clean Air Act 8-hour ozone standard parallels the trend for the national 8-hour standard.

Correspondingly, the number of days per year in which the National 8-hour Ozone Standard has been exceeded have also decreased since the end of 2002:

Ozone Trends Summary: San Joaquin Valley Air Basin



In 1997, the Federal Clean Air Act repealed the former National 1-hour Ozone standard. However, the California Clean Air Act retains this air pollution parameter. The days per year in which the State of California 1-hour ozone standard has been exceeded have also shown a generally decreasing trend in the time since the 2025 Fresno General Plan MEIR was certified:

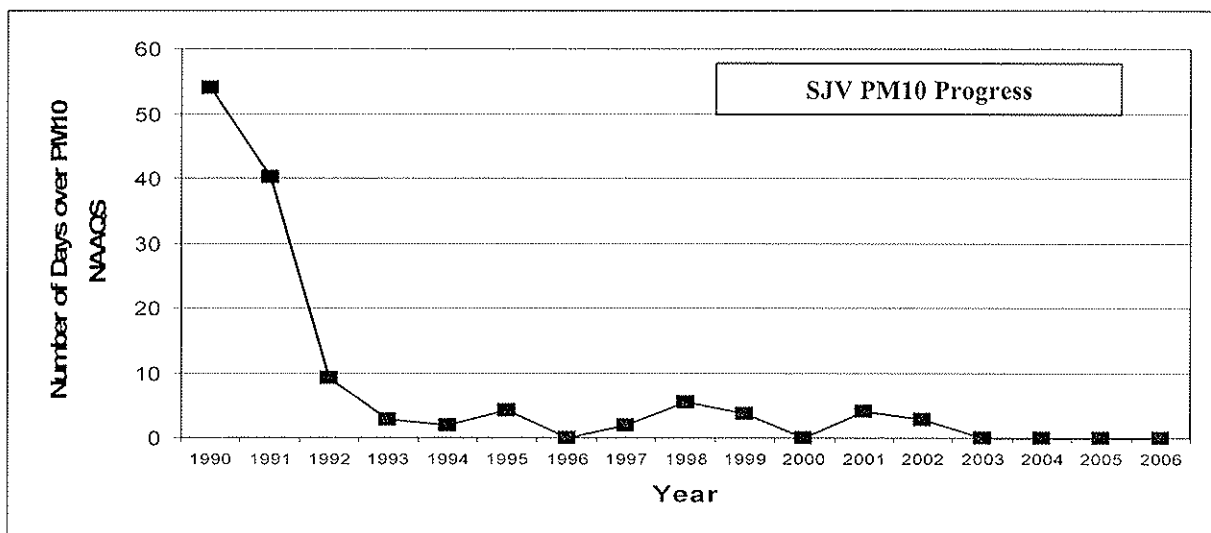


The current ozone attainment plan for the San Joaquin Valley Air Basin, in place when the MEIR for the 2025 Fresno General Plan was certified, is linked to a federal designation of "Serious Nonattainment." While ozone/oxidant air quality conditions are showing a trend toward improvement, the rate of progress toward full attainment is not sufficient to reach the national ambient air quality standards by the target date established by the attainment plan. Mobile sources (vehicle engines) are the primary source for ozone precursors, and the regulation of mobile sources occurs at the national and state levels and is beyond the direct regulatory reach of the regional air pollution control agency. As noted in the 2025 Fresno General Plan MEIR and reflected in the Statement of Overriding Considerations made when the MEIR was certified, potentially significant and unavoidable adverse air quality impacts are inherent in population growth and construction in the City of Fresno, given the Valley's climatology and the limitations on regulatory control of air pollutant precursors.

In 2004, the San Joaquin Valley Air Pollution Control District, in conjunction with the California Air Resources Board, approved a re-designation for the San Joaquin Valley Air Basin to "Extreme Nonattainment" status for ozone, approving a successor air quality attainment plan that projects San Joaquin Valley attainment of the national 8-hour ozone standard by year 2023. This designation and its accompanying attainment plan were submitted to the U.S. Environmental Protection Agency (USEPA) in November of 2004. To date, no formal action has been taken by USEPA to date on the proposed designation or the attainment plan; the Valley remains in "Severe Non- attainment" as of this writing.

The change from "Severe" to "Extreme" ozone Nonattainment would represent an extension of the deadline for attainment, but since the regional air basin would not have achieved attainment by the original deadline, this does not materially affect environmental conditions for the City of Fresno as they were analyzed in the MEIR for the 2025 Fresno General Plan. The proposed revised ozone attainment plan includes not only all the measures in the preceding ozone attainment plan, but additional measures for regulating a wider range of activities to attain ambient air quality standards.

The Valley's progress toward attaining national and state standards for PM-10 (particulate matter less than 10 microns in diameter) has been greater since certification of the MEIR:



As the preceding chart reveals, levels of PM-10 air pollution have decreased since 2002. When the MEIR was certified, the San Joaquin Valley Air Basin was designated in "Serious Nonattainment" for national standards. As of 2007, the number of days where standards were exceeded has decreased to the extent that the Valley has been deemed to be in Attainment. Under Federal Clean Air Act Section 107(d)(3), PM-10 attainment plans and associated rules and regulations remain in place to maintain this level of air quality. New and expanded regulations proposed to combat "Extreme" ozone pollution and PM-2.5 (discussed below) would be expected to provide even more improvement in PM-10 pollution situation.

The 2025 Fresno General Plan provided policy direction in support of "indirect source review" as a method for controlling mobile source pollution. Although vehicle engines and fuels are outside the purview of local and regional jurisdictions in California, approaching mobile source pollution indirectly, through regulation and mitigation of land uses which generate traffic, is an alternative approach.

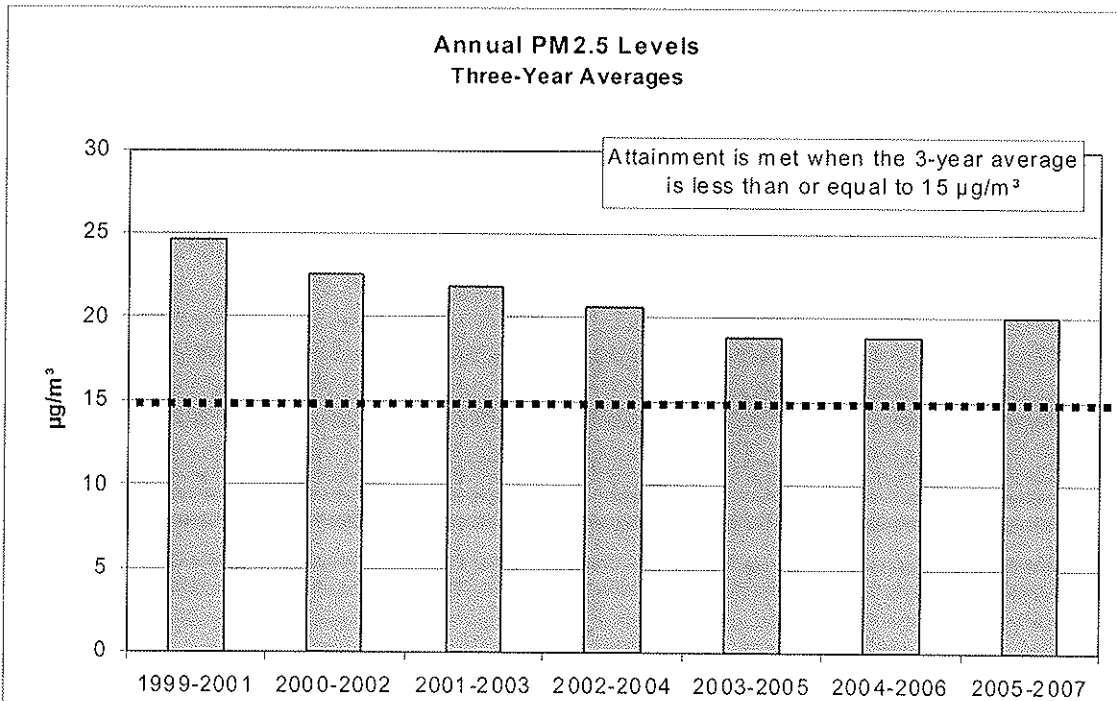
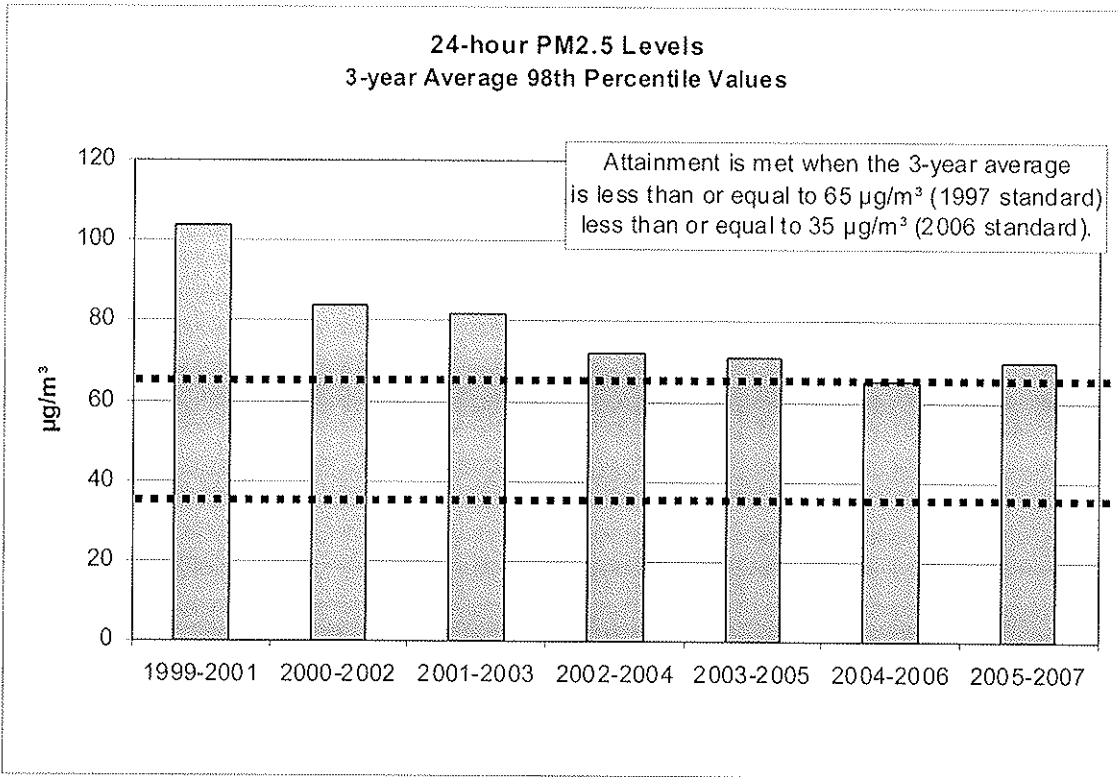
In March of 2006, the San Joaquin Valley Air Pollution Control District adopted Rule 9510, its Indirect Source Review Rule. Full implementation of this Rule has been delayed due to litigation (mitigation fees are being collected and retained in holding accounts), but projects are already being evaluated under Rule 9510 and are implementing many aspects of the Rule, such as clean air design (pedestrian and bike facilities; proximal siting of residential and commercial land uses; low-pollution construction equipment; dust control measures; cleaner-burning combustion appliances, etc.).

It is anticipated that full implementation (release of mitigation impact fees for various clean air projects throughout the San Joaquin Valley) and subsequent augmentation of the Indirect Source Review Rule will accelerate progress toward attainment of federal and state ozone standards, and will be an important component of the attainment plan for PM-2.5 (very fine particulate matter) and for greenhouse gas reductions to combat global climate change.

PM-2.5 is a newly-designated category of air pollutant, the component of PM-10 comprised of particles 2.5 microns in diameter or smaller. The 1997 Clean Air Act Amendments directed that this pollutant be brought under regulatory control, but federal and state standards/designations had not been finalized when the 2025 Fresno General Plan MEIR was drafted and certified. In the intervening time, the San Joaquin Valley Air Basin has been classified as being in "Nonattainment" for the 1997 federal PM-2.5 standard and for the State PM-2.5 standard.

An attainment demonstration plan for the federal 1997 PM-2.5 standard has been adopted by the SJVAPCD and approved by the California Air Resources Board, and forwarded to the EPA for approval (status as of mid-2008). The attainment plan would achieve compliance with the 1997 federal Clean Air Act PM-2.5 standard by year 2014, in conjunction with California Air Resources Board (and US EPA) action to improve diesel engine emissions. The San Joaquin Valley Air Basin has not yet been classified under the more stringent revised federal 2006 PM-2.5 standard; this classification is expected by 2009.

As with ozone and PM-10 pollution, levels of PM-2.5 have already been reduced by already-existing air quality improvement planning policies, mitigation measures, and regulations. The following charts depict historic PM-2.5 monitoring data for the regional air basin. Once the expected SJVAPCD attainment plan is implemented measures specific to PM-2.5 control, the rate of progress toward attainment of federal and state PM-2.5 standards will accelerate.



When the 2025 Fresno General Plan and its MEIR were approved in late 2002, the planning and environmental documents did not directly or separately analyze potential global warming

and climate change impacts. However, the general policy direction for consideration of air quality parameters in development project evaluations and for reducing those air pollutants which are already under regulation would operate to control these potential adverse impacts.

"Global warming" is the term coined to describe a widespread climate change characterized by a rising trend in the Earth's ambient average temperatures with concomitant disturbances in weather patterns and resulting alteration of oceanic and terrestrial environs and biota. When sunlight strikes the Earth's surface, some of it is reflected back into space as infrared radiation. When the net amount of solar energy reaching Earth's surface is about the same as the amount of energy radiated back into space, the average ambient temperature of the Earth's surface would remain more or less constant. Greenhouse gases potentially disturb this equilibrium by absorbing and retaining infrared energy, trapping heat in the atmosphere—the "greenhouse gas effect."

The predominant current opinion within the scientific community is that global warming is occurring, and that it is being caused and/or accelerated via generation of excess "greenhouse gases" [GHGs], that natural carbon cycle processes (such as photosynthesis) are unable to absorb sufficient quantities of GHG and cannot keep the level of these gases or their warming effect under control. It is believed that a combination of factors related to human activities, such as deforestation and an increased emission of GHG into the atmosphere from combustion and chemical emissions, is a primary cause of global climate change.

The predominant types of anthropogenic greenhouse gases (those caused by human activity), are described as follows. It should be noted that the starred GHGs are regulated by existing air quality policies and rules pursuant to their roles in ozone and particulate matter formation and/or as potential toxic air contaminants.

- carbon dioxide (CO₂), largely generated by combustion activities such as coal and wood burning and fossil fuel use in vehicles but also a byproduct of respiration and volcanic activity;
- *methane (CH₄), known commonly as "natural gas," is present in geologic deposits and is also evolved by anaerobic decay processes and animal digestion. On a ton-for-ton basis, CH₄ exerts about 20 times the greenhouse gas effect of CO₂;
- *nitrous oxide (N₂O), produced in large part by soil microbes and enhanced through application of fertilizers. N₂O is also a byproduct of fossil fuel burning: atmospheric nitrogen, an inert gas that makes up a large proportion of the atmosphere, is oxidized when air is exposed to high-temperature combustion. N₂O is used in some industrial processes, as a fuel for rocket and racing engines, as a propellant, and as an anesthetic. N₂O is one component of "oxides of nitrogen" (NOX), long recognized as precursors of smog-causing atmospheric oxidants.
- *chlorofluorocarbons (CFCs), synthetic chemicals developed in the late 1920s for use as improved refrigerants (e.g., "Freon™"). It was recognized over two decades ago that this class of chemicals exerted powerful and persistent greenhouse gas effects. In 1987, the Montreal Protocol halted production of CFCs.
- *hydrofluorocarbons (HFCs), another class of synthetic refrigerants developed to replace CFCs;

- *perfluorocarbons (PFCs), used in aluminum and semiconductor manufacturing, have an extremely stable molecular structure, with biological half-lives tens of thousands of years, leading to ongoing atmospheric accumulation of these GHGs.
- *sulfur hexafluoride (SF₆) is used for insulation in electric equipment, semiconductor manufacturing, magnesium refining and as a tracer gas for leak detection. Of any gas evaluated, SF₆ exerts the most powerful greenhouse gas effect, almost 24,000 times as powerful as that of CO₂ on a ton-for-ton basis.
- water vapor, the most predominant GHG, and a natural occurrence: approximately 85% of the water vapor in the atmosphere is created by evaporation from the oceans.

In an effort to address the perceived causes of global warming by reducing the amount of anthropogenic greenhouse gases generated in California, the state enacted the Global Warming Solutions Act of 2006 (Codified as Health & Safety Code Section 38501 *et seq.*). Key provisions include the following:

- Δ Codification of the state's goal by requiring that California's GHG emissions be reduced to 1990 "baseline" levels by 2020.
- Δ Set deadlines for establishing an enforcement mechanism to reduce GHG emissions:
 - By June 30, 2007, the California Air Resources Board ("CARB") was required to publish "discrete early action" GHG emission reduction measures. Discrete early actions are regulations to reduce greenhouse gas emissions to be adopted by the CARB and enforceable by January 1, 2010;
 - By January 1, 2008, CARB was required to identify what the state's GHG emissions were in 1990 (set the "baseline") and approve a statewide emissions limit for the year 2020 that is equivalent to 1990 levels. (These statewide baseline emissions have not yet been allocated to regions, counties, or smaller political jurisdictions.) By this same date, CARB was required to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions.
 - By January 1, 2011, CARB must adopt emission limits and emission reduction measures to take effect by January 1, 2012.

As support for this legislation, the Act contains factual statements regarding the potential significant impacts on California's physical environment that could be caused by global warming. These include, an increase in the intensity and duration of heat waves, the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snow pack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

On August 24, 2007, California also enacted legislation (Public Resources Code §§ 21083.05 and 21097) requiring the state Resources Agency to adopt guidelines for addressing climate change in environmental analysis pursuant to the California Environmental Quality Act. By July 1, 2009, the Governor's Office of Planning and Research (OPR) is required to prepare guidelines for the mitigation of greenhouse gas emissions, and transmit those draft regulations to the Resources Agency. The Resources Agency must then certify and adopt the guidelines by January 1, 2010.

The recently-released update of the Urbemis computer model (used by the City of Fresno Planning and Development Department for environmental assessments, pursuant to a specific MEIR mitigation measure) does provide data on the amounts of CO₂ and oxides of nitrogen (NOX) potentially generated by development projects. However, at this point in time, neither CARB nor the SJVAPCD has determined what the 1997 baseline or current "inventory" of GHGs is for the entire state nor for any region or jurisdiction within the state. No agency has adopted GHG emission limits and emission reduction measures, and because CEQA guidelines have not been established for the evaluation and mitigation of greenhouse gas emissions (there is an absence of regulatory guidance). Therefore, the City is unable to productively interpret the results of the Urbemis model with regard to GHGs, and there is currently no way to determine the significance of a project's potential impact upon global warming.

The 2025 Fresno General Plan provides an integrated combination of residential, commercial, industrial, and public facility uses allowing for proximate location of living, work, educational, recreational, and shopping activities within Fresno metropolitan area. This combination of uses has been identified as a potential mitigation measure to address global warming impacts in a document published by the California Attorney General's Office entitled, *The California Environmental Quality Act Mitigation of Global Warming Impacts* (updated January 7, 2008). Specifically, this document describes this mitigation measure as follows, "Incorporate mixed-use, infill and higher density development to reduce vehicle trips, promote alternatives to individual vehicle travel, and promote efficient delivery of services and goods"—echoing objectives and policies of the 2025 Fresno General Plan adopted in late 2002.

The General Plan contains a mix of land uses would be expected to generate fewer vehicle miles traveled per capita, leading to reduced emissions of greenhouse gases from engine emissions. It provides for overall denser development with high-intensity enclaves, associated with increased public transit use. The plan fosters mixed use and infill development (being implemented by mixed-use zoning ordinances added to the Fresno Municipal Code, as directed by 2025 Fresno General Plan) policies. The urban form element distributes neighborhood-level and larger commercial development, public facilities such as schools, and recreational sites throughout the metropolitan area, reducing vehicle trips.

Any manufacturing activities that would generate SF₆, HFCs, or PFCs would be subject to subsequent environmental review at the project-specific level, as would any uses which would generate methane on site. The City of Fresno has adopted an ordinance prohibiting installation of any woodburning fireplaces or woodburning appliances in new homes, which would reduce CO₂ and N₂O from wood combustion.

Through updates in the California Building Code and statewide regulation of appliance standards, City development projects conform to state-of-the art energy-efficient building, lighting, and appliance standards as advocated in the California Environmental Protection Agency's publication *Climate Action Team / Proposed Early Actions to Mitigate Climate Change in California* (April 2007) and in CARB's *Proposed Early Actions to Mitigate Climate Change in California* (April 2007). The City has further incentivized "green" building projects by providing subsidies for solar photovoltaic equipment for single-family residential construction, by reducing development standards (including reductions in required parking spaces, which further reduces air pollutant and GHG emissions), and by improving its landscape and shading standards (a topic included in the Design Guidelines adopted with the 2025 Fresno General Plan).

Updated engine and tire efficiency standards would apply to residents' vehicles, as well as the statewide initiatives applicable to air conditioning and refrigeration equipment, regional transportation improvements, power generation and use of solar energy, water supply and water conservation, landfill methane capture, changes in cement manufacturing processes, manure management (methane digester protocols), recycling program enhancements, and "carbon capture" (also known as "carbon sequestration," technologies for capturing and converting CO₂, removing it from the atmosphere).

Due to the lack of data or regulatory guidance that would indicate the 2025 Fresno General Plan had a significant adverse impact upon global climate change, the relatively small size of the Fresno Metropolitan Area in conjunction with the worldwide scope of GHG emissions, and the emphasis in the 2025 Fresno General Plan upon integrated urban design and air pollution control measures, it could not be concluded in 2002 nor at present that the 2025 Fresno General Plan would have a significant adverse impact on global climate change.

As to potential impacts of global warming upon the 2025 Fresno General Plan: the city is located in the Central Valley, in an urbanized area on flat terrain distant from the Pacific coast and from rivers and streams. It is outside of identified flood prone areas. Based on its location we conclude that Fresno is not likely to be significantly affected by the potential impacts of global climate change such as increased sea level and river/stream channel flooding; nor is it subject to wildfire hazards. While Fresno does contain areas with natural habitat (the San Joaquin Bluffs and Riverbottom), a change in these areas' biota induced by global warming would not leave them bereft of all habitat value—it would simply mean a change in the species which would be encountered in these areas. The 2025 Fresno General Plan preserves this habitat open space area for multiple objectives (protection from soil instability and flood inundation; conservation of designated high-quality mineral resources), so any natural resource species changes in those areas would not constitute a significant adverse impact to the city or a loss of resource area.

Fresno has historically had high ambient summer temperatures and an historic heat mortality level that is among the highest in the state (5 heat-related deaths annually per 100,000 population). Due to the prevalence of air conditioning in dwellings and commercial buildings, an increase in extreme heat days from global warming is not expected by the California Air Resources Board Research Division to significantly increase heat-related deaths in Fresno, as opposed to possible effects in cooler portions of the state such as Sacramento or Los Angeles areas (reference: *Projections of Public Health Impacts of Climate Change in California: Scenario Analysis*, by Dr. Deborah Dreschler, Air Resources Board, April 9, 2008). Increased summertime temperatures which may be caused by global warming will be mitigated by the City's landscaping standards to provide shade trees, by statewide energy efficiency standards which insulate dwellings from heat and cold, and by urban design standards which require east-west orientation of streets and buildings to facilitate solar gain. Fresno has a heat emergency response plan and provides cooling centers and free transportation to persons who do not have access to air conditioning.

Secondary health effects of global warming could include increases in respiratory and cardiac illnesses attributable to poor air quality. The San Joaquin Valley Air Pollution Control District provides daily advisories and warnings in times of high ozone levels to help senior citizens and other sensitive populations avoid exposure. The SJVAPCD has committed to attainment of fine particulate matter (PM_{2.5}) standards by Year 2014 and to attainment of oxidant/ozone standards by Year 2023, and would adopt additional Rules and emission controls as necessary

to decrease emissions inventories by those target dates. There is insufficient information to indicate that global climate change would prevent attainment of air quality parameters affecting health.

Pursuant to 2025 Fresno General Plan policy and MEIR mitigation measures, the City's Department of Public Utilities and Fire Department are required to affirm that adequate water service can be provided to all development projects for potable and fire suppression uses. The City derives much of its water supply from groundwater, using its surface water entitlements from the Kings and San Joaquin Rivers primarily to recharge the aquifer. A high percentage of Fresno's annual precipitation is captured and percolated in ponding basins operated by Fresno Metropolitan Flood Control District. If global climate change leads to a longer rainy season and/or more storm events throughout the year, groundwater supplies could be improved by additional percolation.

The City of Fresno currently treats and distributes only some 20% of its 150,000 acre-foot/year (AFY) surface water entitlement for the municipal water system, directing another 50,000 to 70,000 AFY to recharge activities via ponding basins. Presently, the City is unable to recharge the full balance of its annual entitlement in average and wet years, and releases any unused surface water supplies to area irrigation districts for agricultural use in the metropolitan area, (which further augments groundwater recharge through percolation of irrigated water).

Future surface water plant construction projects envisioned by the 2025 Fresno General Plan would account for less than 120,000 acre-feet per year of the surface supply. The General Plan direction for future Metropolitan Water Resource Management Plans includes exploring the use of recycled treated wastewater for non-potable uses such as landscape irrigation, which would further effectively extending the City's water supply..

If the global climate change were to cause a serious and persistent decrease in Sierra snowpack, some of Fresno's water supply could be affected. However, historic records show that the very long-term prevailing climatic pattern for Central California has included droughts of long (often, multi-year) duration, interspersed with years of excess precipitation. Decades before global climate change was considered as a threat to California's water system, state and local agencies recognized a need to augment water storage capacity for excess precipitation occurring in wet years, to carry the state through the intervening dry years.

The potential for episodic and long-term drought is considered in the city's Metropolitan Water Resource Plan and in its the Urban Water Management Plan Drought Contingency component, to accommodate reductions in available water supplies. In times of extended severe regional or statewide drought, a reprioritization of water deliveries and reallocation for critical urban supplies vs. agricultural use is possible, but it is too speculative at this time to determine what the statewide reprioritization response elements would be (the various responses of statewide and regional water agencies to these situations are not fully formulated and cannot be predicted with certainty). Because the true long term consequences of climate change on California's and Fresno's water system cannot be predicted, and, it is too speculative at this time to conclude that there could be a significant adverse impact on water supply for the 2025 Fresno General Plan due to global climate change.

As noted above, it is theorized that global warming could lead to more energy in the atmosphere and to increased intensity or frequency of storm events. Fresno's long-term weather pattern is that rainfall occurs during episodic and fairly high-intensity events. The Fresno Metropolitan

Flood Control District (FMFCD) drainage and flood control Master Plan, which sets policies for drainage infrastructure and grading in the entire Fresno-Clovis area, is already predicated on this type of weather pattern. FMFCD sizes its facilities (which development potentiated by the 2025 Fresno General Plan will help to complete) for “two-year storm events,” storms of an intensity expected in approximately 50 percent of average years; however, the urban drainage system design has additional capacity built into the street system so that excess runoff from more intense precipitation events is directed to the street system. The City’s Flood Plan Ordinance and grading standards require that finished floor heights be above the crowns of streets and above any elevated ditchbanks of irrigation canals. FMFCD project conditions also preserve “breakover” historic surface drainage routes for runoff from major storms. Ultimately, drain inlets and FMFCD basin dewatering pumps direct severe storm runoff into the network of Fresno Irrigation District canals and pipelines still extant in the metropolitan area, with outfalls beyond the western edge of the metropolitan area.

Scientific information, analytical tools, and standards for environmental significance of global warming and green house gases were not available to the Planning and Development Department in 2002 when the 2025 Fresno General Plan and its MEIR were formulated and approved--and at this point, there is still insufficient data available to draw any conclusions as to the potential impacts, or significance of impacts, related to global climate change for the 2025 Fresno General Plan. Similarly, there is insufficient information to conclude that global warming may have a potentially significant adverse impact upon the 2025 Fresno General Plan. In a situation when it would be highly speculative to estimate impacts or to make conclusions as to the degree of adversity and significance of those impacts, the California Environmental Quality Act allows agencies to terminate the analysis. In that regard, there is no material change in status from the degree of environmental review on this topic contained in the 2025 Fresno General Plan MEIR.

EXHIBIT C

MEIR Mitigation Measure Monitoring Checklist for EA No. A-11-01/R-11-01/C-11-008

March 18, 2011

INCORPORATING MEASURES FROM MASTER ENVIRONMENTAL IMPACT REPORT (MEIR) NO. 10130 / CERTIFIED FOR THE 2025 FRESNO GENERAL PLAN (SCH No. 2001071097) AND THE FINDING OF MITIGATED NEGATIVE DECLARATION APPROVED FOR ENVIRONMENTAL ASSESSMENT NO. A-09-02, RELATING TO PLAN AMENDMENT NO. A-09-02, THE AIR QUALITY UPDATE TO THE FRESNO GENERAL PLAN

Following is the mitigation monitoring checklist from MEIR No. 10130 as applied to the above-noted project's environmental assessment, required by City Council Resolution No. 2002-378 and Exhibit E thereof (adopted on November 19, 2002) to certify the MEIR for the 2025 Fresno General Plan Update. On June 25, 2009, through its Resolution No. 2009-146, the City Council adopted Environmental Assessment No. A-09-02 confirming the finding of a Mitigated Negative Declaration prepared for General Plan Amendment Application No. A-09-02 which updated the Air Quality Section of the Resource Conservation Element of the 2025 Fresno General Plan and incorporated additional and revised mitigation measures as necessary within the following monitoring checklist.

A - Incorporated into Project
B - Mitigated
C - Mitigation in Progress
D - Responsible Agency Contacted
E - Part of City-wide Program
F - Not Applicable

NOTE: Letters B-Q in mitigation measures refer to the respective sections of Chapter V of MEIR No. 10130

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	COMPLIANCE					
			A	B	C	D	E	F
B-1. Development projects that are consistent with plans and policies but that could affect conditions on major street segments predicted by the General Plan MEIR traffic analysis to perform at an Average Daily Traffic (ADT) level of service (LOS) D or better in 2025, with planned street improvements, shall not cause conditions on those segments to be worse than LOS E before 2025 without completing a traffic and transportation evaluation. This evaluation will be used to determine appropriate project-specific design measures or street/transportation improvements that will contribute to achieving and maintaining LOS D.	Prior to approval of land use entitlement	Public Works Dept./Traffic Planning; Development & Resource Management Dept.	X				X	
B-2. Development projects that are consistent with plans and policies but that could affect conditions on major street segments predicted by the General Plan MEIR traffic analysis to perform at an ADT LOS E in 2025, with planned street improvements, shall not cause conditions on those segments to be worse than LOS E before 2025 without completing a traffic and transportation evaluation. This evaluation will be used to determine appropriate project-specific design measures or street/ transportation improvements that will contribute to achieving and maintaining LOS E.	Prior to approval of land use entitlement	Public Works Dept./Traffic Planning; Development & Resource Management Dept.	X				X	

MITIGATION MEASURE		WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
B-3. Development projects that are consistent with plans and policies but that could affect conditions on major street segments predicted by the General Plan MEIR traffic analysis to perform at an ADT LOS F shall not cause further substantial degradation of conditions on those segments before 2025 without completing a traffic and transportation evaluation. This evaluation will be used to determine appropriate project-specific design measures or street/transportation improvements that will contribute to achieving and maintaining a LOS equivalent to that anticipated by the General Plan. Further substantial degradation is defined as an increase in the peak hour vehicle/capacity (v/c) ratio of 0.15 or greater for roadway segments whose v/c ratio is estimated to be 1.00 or higher in 2025 by the General Plan MEIR traffic analysis.		Prior to approval of land use entitlement	Public Works Dept./Traffic Planning; Development & Resource Management Dept.	X			X		
B-4. For development projects that are consistent with plans and policies, a site access evaluation shall be required to the satisfaction of the Public Works Director. This evaluation shall, at a minimum, focus on the following factors: a. Disruption of vehicular traffic flow along adjacent major streets, appropriate design measures for on-site vehicular circulation and access to major streets (number, location and design of driveway approaches), and linkages to bicycle/pedestrian circulation systems and transit services. b. In addition, for development projects that the City determines may generate a projected 100 or more peak hour vehicle trips (either in the morning or evening), the evaluation shall determine the project's contribution to increased peak hour vehicle delay at major street intersections adjacent or proximate to the project site. The evaluation shall identify project responsibilities for intersection improvements to reduce vehicle delay consistent with the LOS anticipated by the 2025 Fresno General Plan. For projects which affect State Highways, the Public Works Director may direct the site access evaluation to reference the criteria presented in Caltrans Guide for the Preparation of Traffic Impact Studies.		Prior to approval of land use entitlement	Public Works Dept./Traffic Planning; Development & Resource Management Dept.	X			X		

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY						
			A	B	C	D	E	F
B-5. Circulation and site design measures shall be considered for development projects so that local trips may be completed as much as possible without use of, or with reduced use of, major streets and major street intersections. Appropriate consideration must also be given to compliance with plan policies and mitigation measures intended to promote compatibility between land uses with different traffic generation characteristics.	Prior to approval of land use entitlement	Public Works Dept./Traffic Planning; Development & Resource Management Dept.	X			X		
B-6. New development projects and major street construction projects shall be designed with consideration and implementation of appropriate features (considering safety, convenience and cost-effectiveness) to encourage walking, bicycling, and public transportation as alternative modes to the automobile.	Prior to approval or prior to funding of major street project.	Public Works Dept./Traffic Planning; Development & Resource Management Dept.	X			X		
B-7. Bicycle and pedestrian travel and use of public transportation shall be facilitated as alternative modes of transportation including, but not limited to, provision of bicycle, pedestrian and public transportation facilities and improvements to connect residential areas with public facilities, shopping and employment. Adequate rights-of-way for bikeways, preferably as bicycle lanes, shall be provided on all new major streets and shall be considered when designing improvements for existing major streets.	Ongoing	Public Works Dept./Traffic Planning; Development & Resource Management Dept.	X			X		

MITIGATION MEASURE		WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
C-1. In cooperation with other jurisdictions and agencies in the San Joaquin Valley Air Basin, the City shall take the following necessary actions to achieve and maintain compliance with state and federal air quality standards and programs. <ul style="list-style-type: none"> a. Develop and incorporate air quality maintenance considerations into the preparation and review of land use plans and development proposals. b. Maintain internal consistency within the General Plan between policies and programs for air quality resource conservation and the policies and programs of other General Plan elements. c. City departments preparing environmental review documents shall use computer models (software approved by local and state air quality and congestion management agencies) to estimate air pollution impacts of development entitlements, land use plans and amendments to land use regulations. d. Adopted state and SJVAPCD protocols, standards, and thresholds of significance for greenhouse gas emissions shall be utilized in assessing and approving proposed development projects. e. Continue to route information regarding land use plans, development projects, and amendments to development regulations to the SJVAPCD for that agency's review and comment on potential air quality impacts. 		Ongoing	Development & Resource Management Dept.	X			X		
C-2. For development projects potentially meeting SJVAPCD thresholds of significance and/or thresholds of applicability for the Indirect Source Review Rule (Rule 9510) in their unmitigated condition, project applicants shall complete the SJVAPCD Indirect Source Review Application prior to approval of the development project. Mitigation measures incorporated into the ISR analysis shall be incorporated into the project as conditions of approval and/or mitigation measures, as may be appropriate.		Ongoing	Development & Resource Management Dept and SJVAPCD	X			X		

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY						
			A	B	C	D	E	F
C-3. The City shall implement all of the Reasonably Available Control Measures (RACM) identified in Exhibit A of Resolution No. 2002-119, adopted by the Fresno City Council on April 9, 2002. These measures are presented in full detail in Table VC-3 of the MEIR.	Ongoing	Various city departments					X	
C-4. The City shall continue efforts to improve technical performance, emissions levels and system operations of the Fresno Area Express transit system, through such measures as: a. Selecting and maintaining bus engines, transmissions, fuels and air conditioning equipment for efficiency and low air pollution emissions. b. Siting new transit centers and other multi-modal transportation transfer facilities to maximize utilization of mass transit. c. Continuing efforts to improve transit on-time performance, increase frequency of service, extend hours of operation, add express bus service and align routes to capture as much new ridership as possible. d. Initiating a program to allow employers and institutions (e.g., educational facilities) to purchase blocks of bus passes at a reduced rate to facilitate their incentive programs for reducing single-passenger vehicle use.	Ongoing	Fresno Area Express					X	
D-1. The City shall monitor impacts of land use changes and development project proposals on water supply facilities and the groundwater aquifer.	Ongoing	Dept of Public Utilities and Development & Resource Management Dept.			X	X	X	

MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. A-11-01/R-11-01/C-11-008

March 18, 2011

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY						
			A	B	C	D	E	F
D-2. The City shall ensure the funding and construction of facilities to mitigate the direct impacts of land use changes and development within the 2025 General Plan boundaries. Groundwater wells, pump stations, intentional recharge facilities, potable and recycled water treatment and distribution systems shall be expanded incrementally to mitigate increased water demands. Site specific environmental evaluations shall precede the construction of these facilities. Results of this evaluation shall be incorporated into each project to reduce the identified environmental impacts.	Ongoing (City-wide); and prior to approval of land use entitlement as applicable	Department of Public Utilities and Development & Resource Management Dept.			X	X	X	
D-3. The City shall implement the future water supply plan described in the City of Fresno Metropolitan Water Resources Management Plan Update and shall continue to update this Plan as necessary to ensure the cost-effective use of water resources and continued availability of good-quality groundwater and surface water supplies.	Ongoing	Department of Public Utilities			X	X	X	
D-4. The City shall work with the Fresno Metropolitan Flood Control District to prevent and reduce the existence of urban stormwater pollutants to the maximum extent practical and ensure that surface and groundwater quality, public health, and the environment shall not be adversely affected by urban runoff, and shall comply with NPDES standards.	Ongoing	Development & Resource Management Dept.	X			X	X	
D-5. The City shall preserve undeveloped areas within the 100-year floodway within the city and its general plan area, particularly the San Joaquin Riverbottom, for uses that will not involve permanent improvements which would be adversely affected by periodic floods. The City shall expand this protected area in the Riverbottom pursuant to expanded floodplain and/or floodway maps, regulations, and policies adopted by the Central Valley Flood Protection Board and the National Flood Insurance Protection Program.	Ongoing	Development & Resource Management Dept.				X		X

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A B C D E F					
			A	B	C	D	E	F
D-6. The City shall establish special building standards for private structures, public structures and infrastructure elements in the San Joaquin Riverbottom that will protect: <ul style="list-style-type: none"> a. Allowable construction in this area from being damaged by the intensity of flooding in the riverbottom; b. Water quality in the San Joaquin River watershed from flood damage-related nuisances and hazards (e.g., the release of raw sewage); and c. Public health, safety and general welfare from the effects of flood events. 	Ongoing	Development & Resource Management Dept.						X
D-7. The City shall advocate that the San Joaquin River not be channelized and that levees shall not be used in the river corridor for flood control, except those alterations in river flow that are approved for surface mining and subsequent reclamation activities for mined sites (e.g., temporary berms and small side-channel diversions to control water flow through ponds).	Ongoing	Development & Resource Management Dept.						X
D-8. The City shall maintain a comprehensive, long-range water resource management plan that provides for appropriate management and use of all sources of water available to the planning area, and shall periodically update this plan to ensure that sufficient and sustainable water supplies of good quality will be economically available to accommodate existing and planned urban development. Project-specific and city-wide water conservation measures shall be directed toward assisting in reaching the goal of balancing City groundwater operations by 2025.	Ongoing	Department of Public Utilities	X			X	X	

MITIGATION MEASURE		WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
D-9. The City shall continue its current water conservation programs and implement additional water conservation measures to reduce overall per capita water use within the City with a goal of reducing the overall per capita water use in the City to its adopted target consumption rate. The target per capita consumption rate adopted in 2008 is a citywide average of 243 gallons per person per day, intended to be reached by 2020 (which includes anticipated water conservation resulting from the on-going residential water metering program and additional water conservation by all customers: 5% by 2010, and an additional 5% by 2020.)	Ongoing	Department of Public Utilities				X	X	X	
D-10. All development projects shall be required to comply with City Department of Public Utilities conditions intended for the City to reach its overall per capita water consumption rate target. Project conditions shall include, but are not limited to, water use efficiency for landscaping, use of artificial turf and native plant materials, reducing turf areas, and discouraging the development of artificial lakes, fountains and ponds unless only untreated surface water or recycled water supplies are used for these decorative and recreational water features, as appropriate and sanitary.	Prior to approval of land use entitlement	Department of Public Utilities		X			X	X	
D-11. When and if the City adopts a formal management plan for recycled and/or reclaimed water, all development shall comply with its standards and requirements. Absent a formal management plan for recycled and/or reclaimed water, new development projects shall install reasonably necessary infrastructure, facilities and equipment to utilize reclaimed and recycled water for landscape irrigation, decorative fountains and ponds, and other water-consuming features, provided that use of reclaimed or recycled water is determined by the Department of Public Utilities to be feasible, sanitary, and energy-efficient.	Prior to approval of development project	Department of Public Utilities					X	X	

MITIGATION MEASURE		WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F																												
D-12. All applicants for development projects shall provide data (meeting City Department of Public Utilities criteria for such data) on the anticipated annual water demand and daily peak water demand for proposed projects. If a development project would increase water demand at a project location (or for a type of development) beyond the levels allocated in the version of the City's Urban Water Management Plan (UWMP) in effect at the time the project's environmental assessment is conducted, the additional water demand will be required to be offset or mitigated in a manner acceptable to the City Department of Public Utilities. Allocated water demand rates are set forth in Table 6-4 of the 2008 UWMP as follows:		<p>Prior to approval of development project</p>	<p>Department of Public Utilities</p>	X			X		X																												
FOR GROSS DEVELOPED PROJECT ACREAGE OF THE FOLLOWING DEVELOPMENT CATEGORIES (Analysis shall include acreage to all street centerlines.)	PER-UNIT FACTORS, in acre-ft/acre/yr, for projects projected to be completed during these intervals:																																				
	<table border="1"> <thead> <tr> <th></th> <th>01/01/2005 THROUGH 12/31/2010</th> <th>01/01/2010 THROUGH 12/31/2024</th> <th>AFTER 01/01/2025</th> </tr> </thead> <tbody> <tr> <td>Single family residential</td> <td>3.8</td> <td>3.5</td> <td>3.5</td> </tr> <tr> <td>Multi-family residential</td> <td>6.5</td> <td>6.2</td> <td>6.2</td> </tr> <tr> <td>Commercial and institutional</td> <td>2</td> <td>1.9</td> <td>1.9</td> </tr> <tr> <td>Industrial</td> <td>2</td> <td>1.9</td> <td>1.9</td> </tr> <tr> <td>Landscaped open space</td> <td>3</td> <td>2.9</td> <td>2.9</td> </tr> <tr> <td>South East Growth Area</td> <td>3.4</td> <td>3.2</td> <td>3.2</td> </tr> </tbody> </table>		01/01/2005 THROUGH 12/31/2010	01/01/2010 THROUGH 12/31/2024	AFTER 01/01/2025	Single family residential	3.8	3.5	3.5	Multi-family residential	6.5	6.2	6.2	Commercial and institutional	2	1.9	1.9	Industrial	2	1.9	1.9	Landscaped open space	3	2.9	2.9	South East Growth Area	3.4	3.2	3.2								
	01/01/2005 THROUGH 12/31/2010	01/01/2010 THROUGH 12/31/2024	AFTER 01/01/2025																																		
Single family residential	3.8	3.5	3.5																																		
Multi-family residential	6.5	6.2	6.2																																		
Commercial and institutional	2	1.9	1.9																																		
Industrial	2	1.9	1.9																																		
Landscaped open space	3	2.9	2.9																																		
South East Growth Area	3.4	3.2	3.2																																		
NOTE: The above land use classifications and demand allocation factors may be amended in future updates of the Urban Water Management Plan																																					

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A B C D E F					
			A	B	C	D	E	F
D-13. The City will conform to the requirements of Waste Discharge Requirements Order 5-01-254, including groundwater monitoring and subsequent Best Practical Treatment and Control (BPTC) assessment and findings.	Ongoing	Department of Public Utilities			X	X	X	
E-1. The City shall continue to implement and pursue strengthening of urban growth management service delivery requirements and annexation policy agreements, including urging that the county continue to implement similar measures within the boundaries of the 2025 Fresno General Plan, to promote contiguous urban development and discourage premature conversion of agricultural land.	Ongoing	Development & Resource Management Dept.					X	
E-2. To minimize the inefficient conversion of agricultural land, the City shall pursue the appropriate measures to ensure that development within the planned urban boundary occurs consistent with the General Plan and that urban development occurs within the city's incorporated boundaries.	Ongoing	Development & Resource Management Dept.	X				X	
E-3. The City shall pursue appropriate measures, including recordation of right to farm covenants, to ensure that agricultural uses of land may continue within those areas of transition where planned urban areas interface with planned agricultural areas.	Ongoing	Development & Resource Management Dept.						X

MITIGATION MEASURE		WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
E-4. Development of agricultural land, or fallow land adjacent to land designated for agricultural uses, shall incorporate measures to reduce the potential for conflicts with the agricultural use. Implementation of the following measures shall be considered:		Ongoing	Development & Resource Management Dept.						X
a. Including a buffer zone of sufficient width between proposed residences and the agricultural use. b. Restricting the intensity of residential uses adjacent to agricultural lands. c. Informing residents about possible exposure to agricultural chemicals. d. Where feasible and permitted by law, exploring opportunities for agricultural operators to cease aerial spraying of chemicals and use of heavy equipment near proposed residences. e. Recordation of right to farm covenants to ensure that agricultural uses of land can continue.									
F-1. The City shall ensure the provision for adequate trunk sewer and collector main capacities to serve existing and planned urban and economic development, including existing developed uses not presently connected to the public sewer system, consistent with the Wastewater Master Plan. Where appropriate, the City will coordinate with the City of Clovis and other agencies to ensure that planning and construction of facilities address regional needs in a comprehensive manner.		Ongoing	Dept. of Public Utilities and Development & Resource Management Dept.	X		X	X		
F-2. The City shall continue the development and use of citywide sewer flow monitoring and computerized flow modeling to ensure the availability of sewer collection system capacity to serve planned urban development.		Ongoing	Dept. of Public Utilities				X	X	
F-2-a. The City shall provide for containment and management of leathers and sludge adequate to prevent groundwater degradation.		Ongoing	Dept. of Public Utilities					X	X

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY						
			A	B	C	D	E	F

F-3. The City shall ensure the provision of adequate sewage treatment and disposal by using the Fresno-Clovis Regional Wastewater Reclamation Facility as the primary facility when economically feasible for all existing and new development within the General Plan area. Smaller, subregional wastewater treatment facilities may also be constructed as part of the regional wastewater treatment system, when appropriate. This shall include provision of tertiary treatment facilities to produce recycled water for landscape irrigation and other non-potable uses. Site specific environmental evaluation and development of Waste Discharge Requirements by the Regional Water Quality Control Board shall precede the construction of these facilities. Mitigation measures identified in these evaluations shall be incorporated into each project to reduce the identified environmental impacts.	Ongoing	Dept. of Public Utilities	X		X	X	X	

F-4. The City shall ensure that adequate trunk sewer capacity exists or can be provided to serve proposed development prior to the approval of rezoning, special permits, tract maps and parcel maps, so that the capacities of existing facilities are not exceeded.	Ongoing/prior to approval of land use entitlement	Dept. of Public Utilities and Development & Resource Management Dept.	X			X	X	

F-5. The City shall provide adequate solid waste facilities and services for the collection, transfer, recycling, and disposal of refuse for existing and planned development within the City's jurisdiction. Site specific environmental evaluation shall precede the construction of these facilities. Results of this evaluation shall be incorporated into each project to reduce the identified environmental impacts.	Ongoing/prior to construction	Dept. of Public Utilities	X			X	X	

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY						
			A	B	C	D	E	F
G-1. Site specific environmental evaluation shall precede the construction of new police and fire protection facilities. Results of this evaluation shall be incorporated into each project to reduce the identified environmental impacts.	Ongoing/prior to construction	Fire Dept/Police Dept/ Development & Resource Management Dept.						X
H-1. Site specific environmental evaluation shall precede the construction of new public parks. Results of this evaluation shall be incorporated into the park design to reduce the environmental impacts.	Ongoing/prior to construction	Parks and Recreation Dept. & Development & Resource Management Dept.						X
I-1. Projects that could adversely affect rare, threatened or endangered wildlife and vegetative species (or may have impacts on wildlife, fish and vegetation restoration programs) may be approved only with the consent of the California Department of Fish and Game (and the U.S. Fish and Wildlife Service, as appropriate) that adequate mitigation measures are incorporated into the project's approval.	Ongoing/prior to approval of land use entitlement	Development & Resource Management Dept.						X
I-2. Where feasible, development shall avoid disturbance in wetland areas, including vernal pools and riparian communities along rivers and streams. Avoidance of these areas shall include siting structures at least 100 feet from the outermost edge of the wetland. If complete avoidance is not possible, the disturbance to the wetland shall be minimized to the maximum extent possible, with restoration of the disturbed area provided. New vegetation shall consist of native species similar to those removed.	Ongoing/prior to approval of land use entitlement	Development & Resource Management Dept.						X

MITIGATION MEASURE		WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
I-3. Where wetlands or other sensitive habitats cannot be avoided, replacement habitat at a nearby off-site location shall be provided. The replacement habitat shall be substantially equivalent in nature to the habitat lost and shall be provided at a ratio suitable to assure that, at a minimum, there is no net loss of habitat acreage or value. Typically, the U.S. Fish and Wildlife Service and California Department of Fish and Game require a ratio of three replacement acres for every one acre of high quality riparian or wetland habitat lost.		Ongoing/prior to approval of land use entitlement and during construction	Development & Resource Management Dept.						X
I-4. Existing and mature riparian vegetation shall be preserved to the extent feasible, except when trees are diseased or otherwise constitute a hazard to persons or property. During construction, all activities and storage of equipment shall occur outside of the drip lines of any trees to be preserved.		Ongoing/prior to approval of land use entitlement and during construction	Development & Resource Management Dept.						X
I-5. Within the identified riparian corridors, environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values and only uses consistent with these values shall be allowed (e.g., nature education and research, fishing and habitat enhancement and protection).		Ongoing/prior to approval of land use entitlement and during construction	Development & Resource Management Dept.						X
I-6. All areas within identified riparian corridors shall be maintained in a natural state or limited to recreation and open space uses. Recreation shall be limited to passive forms of recreation, with any facilities that are constructed required to be non-intrusive to wildlife or sensitive species.		Ongoing/prior to approval of land use entitlement and during construction	Development & Resource Management Dept.						X

MITIGATION MEASURE		WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
J-1. If the site of a proposed development or public works project is found to contain unique archaeological or paleontological resources, and it can be demonstrated that the project will cause damage to these resources, reasonable efforts shall be made to permit any or all of the resource to be scientifically removed, or it shall be preserved in situ (left in an undisturbed state). In situ preservation may include the following options, or equivalent measures: a. Amending construction plans to avoid the resources. b. Setting aside sites containing these resources by deeding them into permanent conservation easements. c. Capping or covering these resources with a protective layer of soil before building on the sites. d. Incorporating parks, green space or other open space into the project to leave these resources undisturbed and to provide a protective cover over them. e. Avoiding public disclosure of the location of these resources until or unless the site is adequately protected from vandalism or theft.		Ongoing/prior to approval of land use entitlement	Development & Resource Management Dept.	X				X	
J-2. An archaeological assessment shall be conducted for the project if prehistoric human relics are found that were not previously assessed during the environmental assessment for the project. The site shall be formally recorded, and archaeologist recommendations shall be made to the City on further site investigation or site avoidance/ preservation measures.		Ongoing/prior to submittal of land use entitlement application	Development & Resource Management Dept.	X				X	
J-3. If there are suspected human remains, the Fresno County Coroner shall be contacted immediately. If the remains or other archaeological materials are possibly of Native American origin, the Native American Heritage Commission shall be contacted immediately, and the California Archaeological Inventory's Southern San Joaquin Valley Information Center shall be contacted to obtain a referral list of recognized archaeologists.		Ongoing	Development & Resource Management Dept./ Historic Preservation Commission staff	X				X	

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A B C D E F					
			A	B	C	D	E	F

J-4. Where maintenance, repair stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of the historical resource will be conducted consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings (Weeks and Grimmer, 1995), the project's impact on the historical resource shall generally be considered mitigated below a level of significance and thus not significant.	Ongoing	Development & Resource Management Dept./ Historic Preservation Staff						X
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K-1. The City shall adopt the land use noise compatibility standards presented in Figure VK-2 for general planning purposes.	Ongoing	Development & Resource Management Dept.					X	
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K-2. Any required acoustical analysis shall be performed as required by Policy H-1-d of the 2025 Fresno General Plan for development projects proposing residential or other noise sensitive uses as defined by Policy H-1-a, to provide compliance with the performance standards identified by Policies H-1-a and H-1-k. (Note: all are policies of the 2025 Fresno General Plan.) The following measures can be used to mitigate noise impacts; however, impacts may not be fully mitigated within the 70 dBA noise contour areas depicted on Figure VK-4. <ul style="list-style-type: none"> ■ Site Planning. See Chapter V for more details. ■ Barriers. See Chapter V for more details. ■ Building Designs. See Chapter V for more details. 	Ongoing/upon submittal of land use entitlement application	Development & Resource Management Dept.	X				X	
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MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. A-11-01/R-11-01/C-11-008

March 18, 2011

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A B C D E F					
			A	B	C	D	E	F
K-3. The City shall continue to enforce the California Administrative Code, Title 24, Noise Insulation Standards. Title 24 requires that an acoustical analysis be performed for all new multi-family construction in areas where the exterior sound levels exceed 60 CNEL. The analysis shall ensure that the building design limits the interior noise environment to 45 CNEL or below.	Ongoing/prior to building permit issuance	Development & Resource Management Dept.	X				X	
L-1. Any construction that occurs as a result of a project shall conform to current Uniform Building Code regulations which address seismic safety of new structures and slope requirements. As appropriate, the City shall require a preliminary soils report prior to subdivision map review to ascertain site specific subsurface information necessary to estimate foundation conditions. This report shall reference and make use of the most recent regional geologic maps available from the California Department of Conservation, Division of Mines and Geology.	Ongoing	Development & Resource Management Dept.	X				X	
N-1. The City shall cooperate with appropriate energy providers to ensure the provision of adequate energy generated and distribution facilities, including environmental review as required.	Ongoing	Development & Resource Management Dept.				X		
Q-1. The City shall establish and implement design guidelines applicable to all commercial and manufacturing zone districts. These design guidelines will require consideration of the appearance of non-residential buildings that are visible to pedestrians and vehicle drivers using major streets or are visible from proximate properties zoned or planned for residential use.	Ongoing	Development & Resource Management Dept.	X				X	

EXHIBIT D
CITY OF FRESNO

PROJECT-SPECIFIC MITIGATION MONITORING CHECKLIST

ENVIRONMENTAL ASSESSMENT (EA) No. A-11-01/R-11-01/C-11-008

March 18, 2008

This monitoring checklist for the above noted environmental assessment is being prepared in accordance with the requirements of the California Environmental Quality Act (CEQA), as required under Assembly Bill 3180, and is intended to establish a project-specific reporting/monitoring program for Conditional Use Permit Application No. C-07-058. Verification of implementation of these mitigation measures, in addition to the applicable measures specified for this project per the Master Environmental Impact Report (MEIR) Mitigation Monitoring Checklist prepared for this project (pursuant to MEIR No. 10130 certified for the 2025 Fresno General Plan) will be required upon the application for permits to construct and operate the project described in the Initial Study for EA No. A-11-01/R-11-01/C-11-008.

AESTHETICS: Development of the subject project is subject to design consistency with nearby uses and landscaping, and the project is not permitted to evolve light or glare that could adversely affect adjacent property.

MITIGATION MEASURE	IMPLEMENTED BY	WHEN IMPLEMENTED	VERIFIED BY
The proposed Conditional Use Permit landscape, structural design, and lighting plan shall conform to aesthetic policies of the Woodward Park Community Plan and City policies, and shall harmonize with adjacent developed commercial and public facility properties	Applicant	Prior to approval of construction plans	City of Fresno Development and Resource Management Department

GLOBAL CLIMATE CHANGE AND WATER SUPPLY: The proposed car wash may be affected by global climate change which could severely reduce the city's supply of available water.

MITIGATION MEASURE	IMPLEMENTED BY	WHEN IMPLEMENTED	VERIFIED BY
The project's car wash shall be subject to all restrictions imposed through implementation of a drought contingency plan or water conservation order of the city, county, or state.	Applicant	Upon imposition of drought contingency plans having effect in Fresno	City of Fresno Department of Public Utilities Water Division

HAZARDOUS MATERIALS AND HUMAN HEALTH: Subsequent tenants of the proposed project may be subject to requirements for filing hazardous materials business plans or other health-related regulations

MITIGATION MEASURE	IMPLEMENTED BY	WHEN IMPLEMENTED	VERIFIED BY
The proposed project shall conform to the requirements outlined in the letter from Fresno County Environmental Health, dated February 3, 2011 (copy attached).	Applicant	Upon commencement of activities or receipt of materials at the site which are subject to regulation as specified in the letter from Environmental Health	Fresno County Environmental Health City of Fresno Fire Department

WATER QUALITY: Improperly abandoned onsite wells and septic systems may cause groundwater degradation, as could car wash wastewater that enters the storm drainage system. Nonresidential sewage discharge of the Fresno-Clovis Regional Wastewater Treatment and Reclamation Facility require removal of grease and inert particulate matter. Stormwater contamination may occur during construction of the project.

MITIGATION MEASURE	IMPLEMENTED BY	WHEN IMPLEMENTED	VERIFIED BY
Any on-site water well or dry well that may be revealed by subsequent grading activity for this project, is required to be properly evaluated and abandoned according to procedures of the City Water Division and the most current version of the California Department of Water Resources Well Standards (Bulletin 74-99 or an update thereto).	Applicant	Prior to, and during construction, if on-site wells are discovered	City of Fresno Development and Resource Management Department Building and Safety Division City of Fresno Department of Public Utilities Water Division
Any pre-existing septic systems discovered through project grading shall be properly abandoned according to standards of the City's Building and Safety Services Division.	Applicant	Prior to, and during construction, if on-site wastewater disposal systems are discovered	City of Fresno Development and Resource Management Department Building and Safety Division
All wastewater from the proposed project, including car wash wastewater, is required to be discharged into the sanitary sewer system and is not permitted to flow into the storm drainage system.	Applicant	Prior to, and during design of the project	City of Fresno Development and Resource Management Department City of Fresno Department of Public Utilities Water Division Fresno Metropolitan Flood Control District

WATER QUALITY (continued):

MITIGATION MEASURE	IMPLEMENTED BY	WHEN IMPLEMENTED	VERIFIED BY
<p>A grease trap and grit trap are required to be installed for the proposed car wash, and the applicant is required to consult with the Environmental Services Section of the City's Department of Public Utilities Wastewater Division on other improvements and practices to protect the sewer mains and the wastewater treatment process.</p>	<p>Applicant</p>	<p>Prior to, and during design of the project</p>	<p>Fresno County Environmental Health City of Fresno Fire Department</p>
<p>Prior to commencing construction, the project applicant shall have a stormwater pollution prevention plan (SWPPP) prepared by a qualified party, and shall file a Notice of Intent with the Regional Water Quality Control Board (RWQCB) and any application necessary to obtain a construction stormwater discharge permit.</p>	<p>Applicant</p>	<p>Prior to commencement of construction activity at the project site</p>	

WATER SUPPLY: Car washing activity and landscape irrigation may waste water, which could cumulatively add to the overdraft of the Fresno Sole Source Aquifer/Kings Groundwater Basin and increase costs and difficulties for supplying water to the City of Fresno.

MITIGATION MEASURE	IMPLEMENTED BY	WHEN IMPLEMENTED	VERIFIED BY
The proposed car wash component shall incorporate water conservation technology to minimize its water use.	Applicant	Prior to, and during design of the car wash and selection of car wash equipment	City of Fresno Development and Resource Management Department
The proposed development is required to incorporate water use efficiency features and provide a landscape water budget, under provisions of the California Model Water-Efficient Landscape Ordinance	Applicant	Prior to, and during design of landscaping and irrigation for the project site	City of Fresno Department of Public Utilities Water Division

DRAINAGE/FLOOD CONTROL: The lack of public drainage facilities to Basin CN for the southerly half of the subject property requires that this portion of site drainage be directed through abutting property. Also, if there is a potential grade differential of one foot or more, drainage from this property could traverse abutting parcels.

MITIGATION MEASURE	IMPLEMENTED BY	WHEN IMPLEMENTED	VERIFIED BY
A cross-drainage agreement (covenant) with the abutting landowner(s) will need to be recorded to provide for drainage that may be directed to adjacent property or that may impinge on adjacent property due to the existence of a grade differential of one (1) foot or more at a property line.	Applicant	Prior to approval of grading or construction plans for the project site	City of Fresno Development and Resource Management Department

TRANSPORTATION SYSTEM: The proposed project will have a small but incremental effect on cumulative traffic impacts and is, therefore, required to provide its proportionate share of mitigation for roadway, signalization, and transit needs. It is also required to conform to Public Works standards to prevent adverse localized traffic and transportation impacts

MITIGATION MEASURE	IMPLEMENTED BY	WHEN IMPLEMENTED	VERIFIED BY
The proposed project shall conform to the requirements outlined in the Traffic Impact Study review letter from the City of Fresno Traffic Engineer to TJKM Transportation Consultants, dated March 10, 2011 (copy attached).	Applicant	Prior to issuance of construction permits for the project site	City of Fresno Development and Resource Management Department City of Fresno Public Works Traffic Engineering

TRANSPORTATION SYSTEM (continued):

MITIGATION MEASURE	IMPLEMENTED BY	WHEN IMPLEMENTED	VERIFIED BY
The proposed project shall conform to the requirements outlined in the Traffic Engineering Division memorandum regarding Conditional Use Permit Application No. C -11-008, dated March 2, 2011	Applicant	Prior to issuance of construction permits for the project site	City of Fresno Public Works Traffic Engineering



San Joaquin Valley

AIR POLLUTION CONTROL DISTRICT



January 27, 2011

Sandra Brock
City of Fresno
Development Services/Planning
2600 Fresno St., Third Floor
Fresno, CA 93721

Agency Project: Plan Amendment Application No. A-11-001, Rezone Application No. R-11-001, and CUP Application No. C-11-008

District CEQA Reference No: 20110028

Dear Ms. Brock:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above consisting of a General Plan Amendment, a Rezoning Application and a Conditional Use Permit to build a drive-through car wash and two 5,640 square-foot buildings, located at 701 East Nees Ave., in Fresno, CA. The District offers the following comments:

1. Based on information provided to the District, project specific emissions of criteria pollutants are not expected to exceed District significance thresholds of 10 tons/year NOX, 10 tons/year ROG, and 15 tons/year PM10. Therefore, the District concludes that project specific criteria pollutant emissions would have no significant adverse impact on air quality.
2. Based on information provided to the District, at full build-out the proposed project would be equal to or greater than 9,000 square-feet of unidentified space. Therefore, the District concludes that the proposed project would be subject to District Rule 9510 (Indirect Source Review).

District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. Any applicant subject to District Rule 9510 is required to submit an Air Impact Assessment (AIA) application to the District no later than applying for final discretionary approval, and to pay any applicable off-site mitigation fees before issuance of the first building permit. If approval of the subject project constitutes the last discretionary approval by your agency, the District recommends that

Sayed Sadredin
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: 661-392-5500 FAX: 661-392-5585

demonstration of compliance with District Rule 9510, including payment of all applicable fees before issuance of the first building permit, be made a condition of project approval. Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.htm>.

3. Specific consideration should be given when approving projects that could expose sensitive receptors to toxic air contaminants (TACs). Sensitive receptors refer to those segments of the population most susceptible to toxic air pollutants (i.e., children, the elderly, and those with existing serious health problems). If the analysis indicates that Toxic Air Contaminants (TACs) are a concern, the District recommends that a Health Risk Assessment (HRA) be performed. If an HRA is to be performed, it is recommended that the project proponent contact the District to review the proposed modeling approach.

Various tools exist to aid the City in performing a screening level analysis for emissions from new sources, such as prioritization charts, SCREEN3, and various spreadsheets available from the District's website, to determine if a health risk assessment (HRA) would be required. More information on TACs, prioritizations and HRAs can be obtained by:

E-mailing inquiries to the District's Technical Services Division at:
hramodeler@valleyair.org; or by

Visiting the District's website at:
http://www.valleyair.org/busind/pto/Tox_Resources/AirQualityMonitoring.htm

4. The proposed project may be subject to District Rules and Regulations, including: Regulation VIII (Fugitive PM₁₀ Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants). The above list of rules is neither exhaustive nor exclusive. To identify other District rules or regulations that apply to this project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance Office at (559) 230-5888. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm.
5. The District recommends that a copy of the District's comments be provided to the project proponent.

If you have any questions or require further information, please call Cherie Clark at (559) 230-5934.

Sincerely,

David Warner
Director of Permit Services

Cherie Clark
for:

Arnaud Marjollet
Permit Services Manager

DW: cc



County of Fresno

Department of Public Health
Edward L. Moreno, M.D., M.P.H., Director-Health Officer

February 3, 2011

FA0170185
LU0015909
PE 2602

Sandra Brock
City of Fresno
Development Department
2600 Fresno Street
Fresno, CA 93721

Dear Ms. Brock:

PROJECT NUMBER: A-11-001, R-11-001, C-11-008

Plan Amendment Application No. A-11-001, Rezone Application No. R-11-001, and Conditional Use Permit Application No. C-11-008 were filed by Joseph Guagliardo of Comprehensive Planning Associates, Inc., on behalf of the United States Postal Service (USPS), and pertains to approximately 2.78 acres of vacant property located on the south side of East Nees Avenue between North First Street and North Bond Avenue (vacant, unimproved west side of the parcel). **Plan Amendment Application No. A-11-001** proposes to amend the 2025 Fresno General Plan and the Woodward Park Community Plan from public facility-elementary/middle school planned land use designation to the community commercial land use designation. **Rezone Application No. R-11-001** proposes to reclassify the property from R-AIUGM (*Single Family Residential Agricultural/Urban Growth Management*) to C-2/UGM (*Community Shopping Center/Urban Growth Management*) zone district. **Conditional Use Permit Application No. C-11-008** proposes a drive-through car wash and two 5,640 square-foot buildings (each building to have 1,500 square feet of office uses and 4,140 square feet storage space).

APN: 303-190-65

ZONING: from R-A/UGM to C-2/UGM

ADDRESS: 701 East Nees Avenue

Comments/Concerns:

Since all of the tenants have not been identified for this application, the full range of C-2 uses must be considered. The potential adverse impacts could include (but are not limited to) storage of hazardous materials and/or wastes, medical waste, solid waste, water quality degradation, excessive noise, and odors.

Recommended Conditions of Approval:

- Should a retail food establishment be proposed, prior to issuance of building permits, the tenant shall submit complete food facility plans and specifications to the Fresno County Department of Public Health, Environmental Health Division, for review and approval. Contact the Consumer Food Protection Program at (559) 445-3392 for more information.

- Prior to operation, future tenants may be required to apply for and obtain a license to sell alcoholic beverages. Contact the California Alcoholic Beverage Control Department at (559) 225-6334 for more information.
- The applicant, or any tenant leasing space, should be advised that construction and operating permits may be required by the State of California, Department of Health Services for wholesale food manufacturing. Contact the staff at the Division of Food and Drug at (559) 445-5323 for more information.
- Certain uses allowed may utilize hazardous materials or create hazardous wastes. If a tenant with such uses is proposed, then prior to occupancy the tenant shall complete and submit either a Hazardous Materials Business Plan or a Business Plan Exemption form to the Fresno County Department of Public Health, Environmental Health Division. Contact the Certified Unified Program Agency at (559) 445-3271 for more information.
- All hazardous waste shall be handled in accordance with requirements set forth in the California Health and Safety Code, Chapter 6.5. This chapter discusses proper labeling, storage and handling of hazardous wastes.
- Future tenants may be required to obtain a Medical Waste Permit from the California Department of Health Services, Medical Waste Management Program. Call (916) 449-5671 for more information.

The following comments pertain specifically to the proposed car wash:

- Prior to occupancy, the applicant shall complete and submit either a Hazardous Materials Business Plan or a Business Plan Exemption form to the Fresno County Department of Public Health, Environmental Health Division. Contact the Certified Unified Program Agency at (559) 445-3271 for more information.
- All hazardous waste shall be handled in accordance with requirements set forth in the California Health and Safety Code, Chapter 6.5. This chapter discusses proper labeling, storage and handling of hazardous wastes.

REVIEWED BY:

Janet Gardner

Digitally signed by Janet Gardner
DN: cn=Janet Gardner, o=Environmental Health
Division, ou=Fresno County Public Health
Department, email=jgardner@fresno.ca.us, c=US
Date: 2011.02.03 09:13:43 -0800

R.E.H.S., M.P.H.

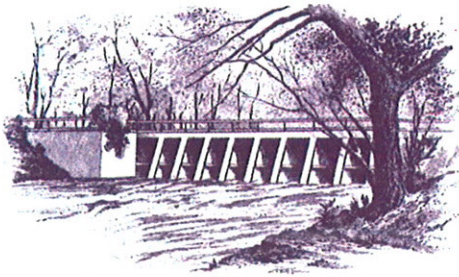
Environmental Health Specialist III

(559) 445-3271

jg

cc. Vince Mendes, Supervising Environmental Health Specialist (CT 4406)
Baruti/Casagrande/Tolzmann, Environmental Health Division

A-11-001, R-11-001, C-11-008 USPS



Your Most Valuable Resource - Water

OFFICES OF
**FRESNO
IRRIGATION DISTRICT**

PHONE (559) 233-7161
FAX (559) 233-8227
2907 SOUTH MAPLE AVENUE
FRESNO, CALIFORNIA 93725-2218

January 27, 2011

Ms. Sandra Brock
City of Fresno
Development & Resource Management
2600 Fresno Street, Third Floor
Fresno, CA 93721-3604

RE: Plan Amendment No A-11-001, Rezone No R-11-001, Conditional Use Permit No C-11-008, S/E Nees and First Avenues

Dear Ms. Brock:

The Fresno Irrigation District (FID) has reviewed the Plan Amendment No. A-11-001, Rezone No. R-11-001, and Conditional Use Permit No. C-11-008 applications, being filed concurrently, pertaining to approximately 2.78 acres of vacant property located on the south side of East Nees Avenue between North First Street and North Bond Avenues, APN: 303-190-65.

FID understands the applicant is requesting:

- Authorization to amend the 2025 Fresno General Plan and the Woodward Park Community Plan from public facility-elementary/middle school planned land use designation to the community commercial land use designation.
- Authorization to reclassify the property from R-A/UGM to C-2/UGM zone district.
- Authorization to allow the construction of a drive-through car wash and two 5,640 square-foot buildings.

FID has the following comments and conditions:

1. FID does not own, operate or maintain any facilities located on the applicant's property as indicated on the attached FID exhibit map.
2. For informational purposes; FID's Enterprise Canal No. 109 pipeline runs west along the north side of Nees Avenues, as shown on the attached FID exhibit map, in an exclusive 30-foot wide easement recorded on October 23, 1992, as Document No. 92162153, Official Records of Fresno County. This pipeline was

BOARD OF
DIRECTORS

President JEFFREY G. BOSWELL, Vice-President JEFF NEELY
STEVE BALLS, RYAN JACOBSEN, GEORGE PORTER, General Manager GARY R. SERRATO

Ms. Sandra Brock
Re: A-11-001 R-11-001, C-11-008
January 27, 2011
Page 2 of 2

installed in 1992 as 66-inch diameter cast-in-place monolithic concrete pipe (CIP). CIP is a non-reinforced pipe that is easily damaged, extremely prone to leakage and does not meet FID's minimum standards for developed (residential, industrial, commercial) parcels or urban areas. Should any street improvements be required along Nees Avenue and in the vicinity of the pipeline, FID requires it review and approval of all plans.

Thank you for submitting this for our review. We appreciate the opportunity to review and comment on the subject documents for the proposed project. If you have any questions please feel free to contact James Shields at 233-7161 extension 319 or jshields@fresnoirrigation.com.

Sincerely,

A handwritten signature in blue ink that reads "William R. Stretch". The signature is fluid and cursive, with a long horizontal stroke at the end.

William R. Stretch, P.E.
Chief Engineer

Attachment




DEPARTMENT OF PUBLIC UTILITIES

Date: January 26, 2011



Providing Life's Essential Services

To: SANDRA BROCK
Planning and Development Department

From: GREG CONTRERAS, Senior Engineering Technician 
Department of Public Utilities, Planning and Engineering

Subject: WATER REQUIREMENTS FOR CONDITIONAL USE PERMIT C-11-008, A-11-001,
AND R-11-001

General

A-11-001, R-11-001, and C-11-008 were filed by Joseph Guagliardo of Comprehensive Planning Associates, Inc., on behalf of the United States Postal Service, USPS, and pertains to approximately 2.78 acres of vacant property located on the south side of East Nees Avenue between North First Street and North Bond Avenue, vacant, unimproved west side of the parcel, 715 East Nees Avenue, APN 303-190-65. A-11-001 proposes to amend the 2025 Fresno General Plan and the Woodward Park Community Plan from Public facility-elementary-middle school planned land use designation to the community commercial land use designation. R-11-001 proposes to reclassify the property from R-A-UGM, Single Family Residential Agricultural-Urban Growth Management, to C-2-UGM, Community Shopping Center-Urban Growth Management, zone district. C-11-008 proposes a drive-through car wash and two 5,640 square foot building, each building to have 1,500 square feet of office uses and 4,140 square feet of storage space.

Water Requirements

The nearest water main to serve the proposed project is a 12-inch main located in East Nees Avenue. Water facilities are available to provide service to the site subject to the following requirements:

1. On-site water facilities shall be private.
2. Installation of water service & meter box shall be required.

Water Fees

The following Water Connection Charges are due and shall be paid for the Project:

1. Wet-tie(s), water service(s) and/or meter(s) installation(s)
2. Frontage Charge

3. Transmission Grid Main Charge
4. Transmission Grid Main Bond Dept Service Charge
5. UGM Water Supply Area Number: 101s




DEPARTMENT OF PUBLIC UTILITIES

Date: January 26, 2011



Providing Life's Essential Services

To: SANDRA BROCK
Planning and Development Department

From: GREG CONTRERAS, Senior Engineering Technician 
Department of Public Utilities, Planning and Engineering

Subject: SEWER REQUIREMENTS FOR CONDITIONAL USE PERMIT C-11-008, A-11-001,
AND R-11-001

General

A-11-001, R-11-001, and C-11-008 were filed by Joseph Guagliardo of Comprehensive Planning Associates, Inc., on behalf of the United States Postal Service, USPS, and pertains to approximately 2.78 acres of vacant property located on the south side of East Nees Avenue between North First Street and North Bond Avenue, vacant, unimproved west side of the parcel, 715 East Nees Avenue, APN 303-190-65. A-11-001 proposes to amend the 2025 Fresno General Plan and the Woodward Park Community Plan from Public facility-elementary-middle school planned land use designation to the community commercial land use designation. R-11-001 proposes to reclassify the property from R-A-UGM, Single Family Residential Agricultural-Urban Growth Management, to C-2-UGM, Community Shopping Center-Urban Growth Management, zone district. C-11-008 proposes a drive-through car wash and two 5,640 square foot building, each building to have 1,500 square feet of office uses and 4,140 square feet of storage space.

Sewer Requirements

The nearest sewer main to serve the proposed project is a 12-inch main located in East Nees Avenue. Sewer facilities are available to provide service to the site subject to the following requirements:

1. On-site sanitary sewer facilities shall be private.
2. Installation of sewer house branch(s) shall be required.
3. The Project Developer shall contact Wastewater Management Division/Environmental Services at (559) 621-5100 prior to pulling building permits regarding conditions of service for special users.

Sewer Fees

The following Sewer Connection Charges are due and shall be paid for the Project:

1. Sewer Lateral Charge

2. Sewer Oversize Service Area: # 5
3. Trunk Sewer Charge: Herndon
4. Sewer Facility Charge (Non-Residential)
5. Upon connection of this Project to the City Sewer System the owner shall be subject to payment of Sewer Facility charges per Fresno Municipal Code Section 6-304 and 6-305. Sewer Facility Charges consist of two components, a Wastewater Facilities Charge and Trunk Sewer Charge where applicable.
6. Sewer Facility Charges are collected after occupancy on a bi-monthly basis over time based on metered (water or sewer effluent) usage. The developer may contact the Department of Public Utilities/Wastewater-Environmental Control at (559) 621-5153 to receive an estimated cost of the Sewer Facility Charges applicable to the project (based on a constant sewer discharge and loading (Biochemical Oxygen Demand [BOD] and Total Suspended Solids [TSS] levels anticipated) at the current rates in effect, at that time, per Fresno's Master Fee Resolution. The developer shall provide data regarding estimated sewer discharge rates [flow] and loading [BOD/TSS levels] required for calculating the estimated charges.

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS

Page 1 of 4

File No. 210.413

550.10
"CN" "CW"

PUBLIC AGENCY

SANDRA BROCK
DEVELOPMENT SERVICES PLANNING
CITY OF FRESNO
2600 FRESNO STREET, THIRD FLOOR
FRESNO, CA 93721-3604

DEVELOPER

ROBERT VERMELTFOORT, AIA, VERMELTFOORT
ARCHITECTS, INC.
8525 N. CEDAR AVE.
FRESNO, CA 93720

PROJECT NO: 2011-008

ADDRESS: 701 E. NEES AVE.

APN: 303-190-65T

SENT: 2/10/11

Drainage Area(s)	Preliminary Fee(s)
CN	\$0.00
CW	\$0.00
TOTAL FEE: \$0.00	

The proposed development will generate storm runoff which produces potentially significant environmental impacts and which must be properly discharged and mitigated pursuant to the California Environmental Quality Act and the National Environmental Policy Act. The District in cooperation with the City and County has developed and adopted the Storm Drainage and Flood Control Master Plan. Compliance with and implementation of this Master Plan by this development project will satisfy the drainage related CEQA/NEPA impact of the project mitigation requirements.

The proposed development shall pay drainage fees pursuant to the Drainage Fee Ordinance prior to issuance of a building permit at the rates in effect at the time of such issuance. The fee indicated above is valid through 2/28/12 based on the site plan submitted to the District on 1/27/11 Contact FMFCD for a revised fee in cases where changes are made in the proposed site plan which materially alter the proposed impervious area.

Considerations which may affect the fee obligation(s) or the timing or form of fee payment:

- a.) Fees related to undeveloped or phased portions of the project may be deferrable.
- b.) Fees may be calculated based on the actual percentage of runoff if different than that typical for the zone district under which the development is being undertaken and if permanent provisions are made to assure that the site remains in that configuration.
- c.) Master Plan storm drainage facilities may be constructed, or required to be constructed in lieu of paying fees.
- d.) The actual cost incurred in constructing Master Plan drainage system facilities is credited against the drainage fee obligation.
- e.) When the actual costs incurred in constructing Master Plan facilities exceeds the drainage fee obligation, reimbursement will be made for the excess costs from future fees collected by the District from other development.
- f.) Any request for a drainage fee refund requires the entitlement cancellation and a written request addressed to the General Manager of the District within 60 days from payment of the fee. A non refundable \$300 Administration fee or 5% of the refund whichever is less will be retained without fee credit.

Approval of this development shall be conditioned upon compliance with these District Requirements.

1. _____ a. Drainage from the site shall

FR
CUP No. 2011-008

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS

Page 2 of 4

FR
CUP No. 2011-008


- ☒ b. Grading and drainage patterns shall be as identified on Exhibit No. 1
- ☐ c. The grading and drainage patterns shown on the site plan conform to the adopted Storm Drainage and Flood Control Master Plan.
2. The proposed development shall construct and/or dedicate Storm Drainage and Flood Control Master Plan facilities located within the development or necessitated by any off-site improvements required by the approving agency:
- Developer shall construct facilities as shown on Exhibit No. 1 as "Master Plan Facilities to be constructed by Developer".
- ☒ None required.
3. The following final improvement plans shall be submitted to the District for review prior to final development approval:
- ☐ Grading Plan
- ☐ Street Plan
- ☐ Storm Drain Plan
- ☐ Water & Sewer Plan
- ☐ Final Map
- ☐ Other
- ☒ None Required
4. Availability of drainage facilities:
- ☒ a. Permanent drainage service is available provided the developer can verify to the satisfaction of the City that runoff can be safely conveyed to the Master Plan inlet(s).
- ☐ b. The construction of facilities required by Paragraph No. 2 hereof will provide permanent drainage service.
- ☐ c. Permanent drainage service will not be available. The District recommends temporary facilities until permanent service is available. TEMPORARY SERVICE IS AVAILABLE THROUGH
- ☐ d. See Exhibit No. 2.
5. The proposed development:
- Appears to be located within a 100 year flood prone area as designated on the latest Flood Insurance Rate Maps available to the District, necessitating appropriate floodplain management action. (See attached Floodplain Policy.)
- ☒ Does not appear to be located within a flood prone area.
6. The subject site contains a portion of a canal or pipeline that is used to manage recharge, storm water, and/or flood flows. The existing capacity must be preserved as part of site development. Additionally, site development may not interfere with the ability to operate and maintain the canal or pipeline.

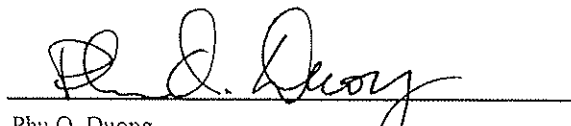
FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS

Page 3 of 4

FR
CUP
No. 2011-008

7. The Federal Clean Water Act and the State General Permits for Storm Water Discharges Associated with Construction and Industrial Activities (State General Permits) require developers of construction projects disturbing one or more acres, and discharges associated with industrial activity not otherwise exempt from National Pollutant Discharge Elimination System (NPDES) permitting, to implement controls to reduce pollutants, prohibit the discharge of waters other than storm water to the municipal storm drain system, and meet water quality standards. These requirements apply both to pollutants generated during construction, and to those which may be generated by operations at the development after construction.
- a. State General Permit for Storm Water Discharges Associated with Construction Activities, approved August 1999, (modified December 2002) A State General Construction Permit is required for all clearing, grading, and disturbances to the ground that result in soil disturbance of at least one acre (or less than one acre if part of a larger common plan of development or sale). Permittees are required to: submit a Notice of Intent to be covered and must pay a permit fee to the State Water Resources Control Board (State Board), develop and implement a storm water pollution prevention plan, eliminate non-storm water discharges, conduct routine site inspections, train employees in permit compliance, and complete an annual certification of compliance.
 - b. State General Permit for Storm Water Discharges Associated with Industrial Activities, April, 1997 (available at the District Office). A State General Industrial Permit is required for specific types of industries described in the NPDES regulations or by Standard Industrial Classification (SIC) code. The following categories of industries are generally required to secure an industrial permit: manufacturing; trucking; recycling; and waste and hazardous waste management. Specific exemptions exist for manufacturing activities which occur entirely indoors. Permittees are required to: submit a Notice of Intent to be covered and must pay a permit fee to the State Water Resources Control Board, develop and implement a storm water pollution prevention plan, eliminate non-storm water discharges, conduct routine site inspections, train employees in permit compliance, sample storm water runoff and test it for pollutant indicators, and annually submit a report to the State Board.
 - c. The proposed development is encouraged to select and implement storm water quality controls recommended in the Fresno-Clovis Storm Water Quality Management Construction and Post-Construction Guidelines (available at the District Office) to meet the requirements of the State General Permits, eliminate the potential for non-storm water to enter the municipal storm drain system, and where possible minimize contact with materials which may contaminate storm water runoff.
8. A requirement of the District may be appealed by filing a written notice of appeal with the Secretary of the District within ten days of the date of this Notice of Requirements.
9. The District reserves the right to modify, reduce or add to these requirements, or revise fees, as necessary to accommodate changes made in the proposed development by the developer or requirements made by other agencies.
10. X See Exhibit No. 2 for additional comments, recommendations and requirements.


Gerald E. Lakeman
District Engineer


Phu Q. Duong
Project Engineer

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS

Page 4 of 4

CC:

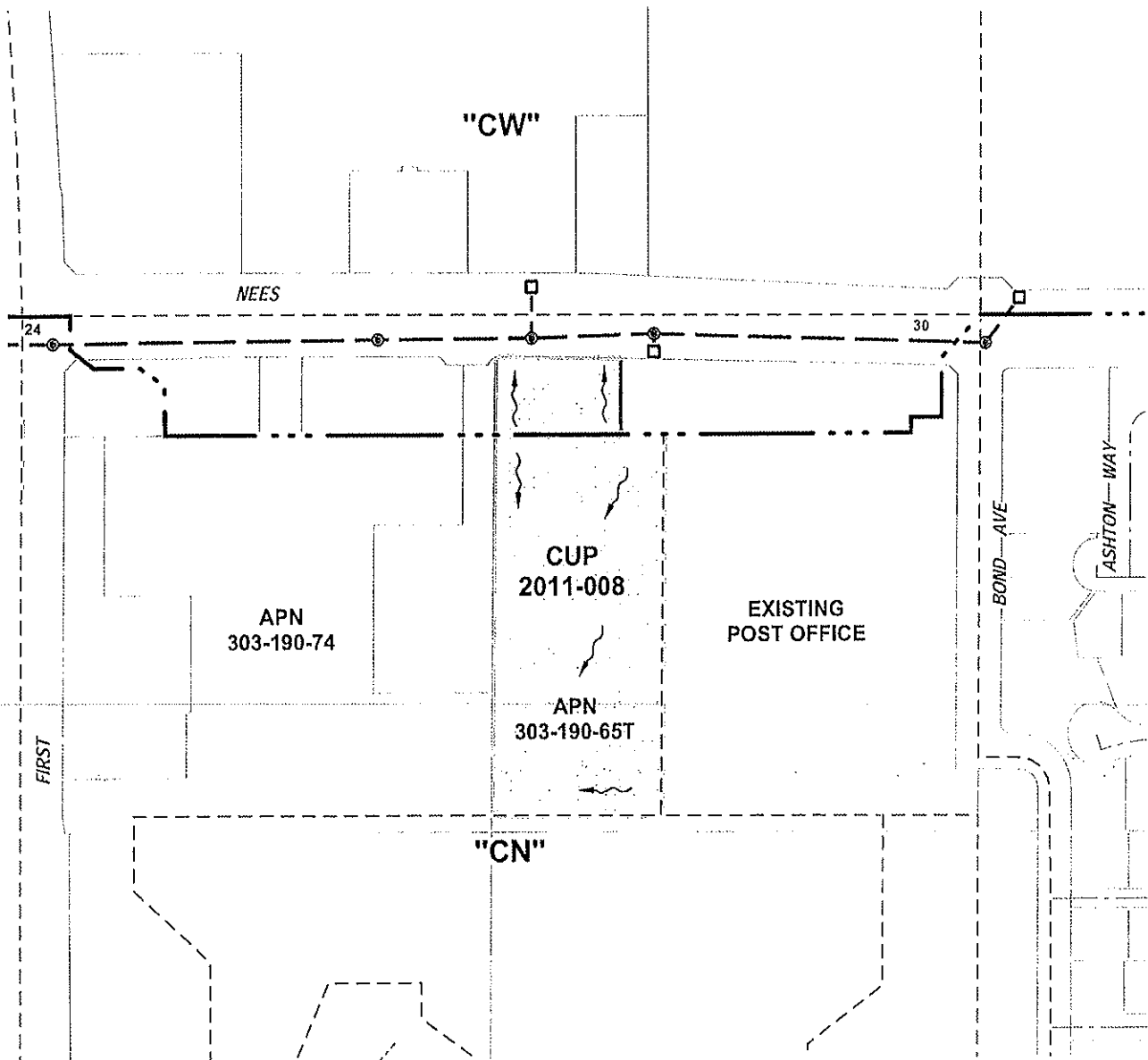
JOE GUAGLIARDO, COMPREHENSIVE PLANNING
ASSOCIATES, INC.

5414 E. PITT AVE.

FRESNO, CA 93727

FR CUP No. 2011-008

NOTE:
THIS MAP IS SCHEMATIC
DISTANCES ARE APPROXIMATE.



LEGEND

- Existing Master Plan Facilities
- Inlet Boundary
- Drainage Area Boundary
- Direction of Drainage
- Limits of CUP 2011-008



1" = 200'

CUP 2011-008
DRAINAGE AREA "CN" & "CW"

EXHIBIT NO. 1



FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
Prepared By: WADE TAVARES
Date: 2/8/2011
File: K:\Autocad\DWG\06EXHIBIT\CHFYCUP\2011_008.mxd

OTHER REQUIREMENTS
EXHIBIT NO. 2

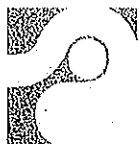
Per the drainage area boundaries of the District's Master Plan, the northerly 100 feet of the site will be allowed to drain to Nees Avenue. For the southerly portion of the site, the developer of parcel APN 303-190-65T has the option of draining the remainder of the site runoff either 1) westerly across the adjacent parcel APN 303-190-74, a drainage covenant will be required, or 2) through the existing post office property to the east to reach to the existing inlet located on Bond Avenue, or 3) a combination of both.

In an effort to improve storm runoff quality, outdoor storage areas shall be constructed and maintained such that material that may generate contaminants will be prevented from contact with rainfall and runoff and thereby prevent the conveyance of contaminants in runoff into the storm drain system.

The District encourages, but does not require that roof drains from non-residential development be constructed such that they are directed onto and through a landscaped grassy swale area to filter out pollutants from roof runoff.

Runoff from areas where industrial activities, product, or merchandise come into contact with and may contaminate storm water must be directed through landscaped areas or otherwise treated before discharging it off-site or into a storm drain. Roofs covering such areas are recommended. Cleaning of such areas by sweeping instead of washing is to be required unless such wash water can be directed to the sanitary sewer system. Storm drains receiving untreated runoff from such areas that directly connect to the District's system will not be permitted. Loading docks, depressed areas, and areas servicing or fueling vehicles are specifically subject to these requirements. The District's policy governing said industrial site NPDES program requirements are available. Contact the District's Environmental Department for further information regarding these policies related to industrial site requirements.

Development No. CUP 2011-008



FRESNO METROPOLITAN FLOOD CONTROL DISTRICT

File 210.414 "CN", "CW"

February 10, 2011

Sandra Brock
City of Fresno
Planning & Development Department
2600 Fresno St., Third Floor
Fresno, CA 93721-3604

Dear Ms. Brock,

**Rezone 2011-001, Plan Amendment 2011-001
Drainage Areas "CN" and "CW"**

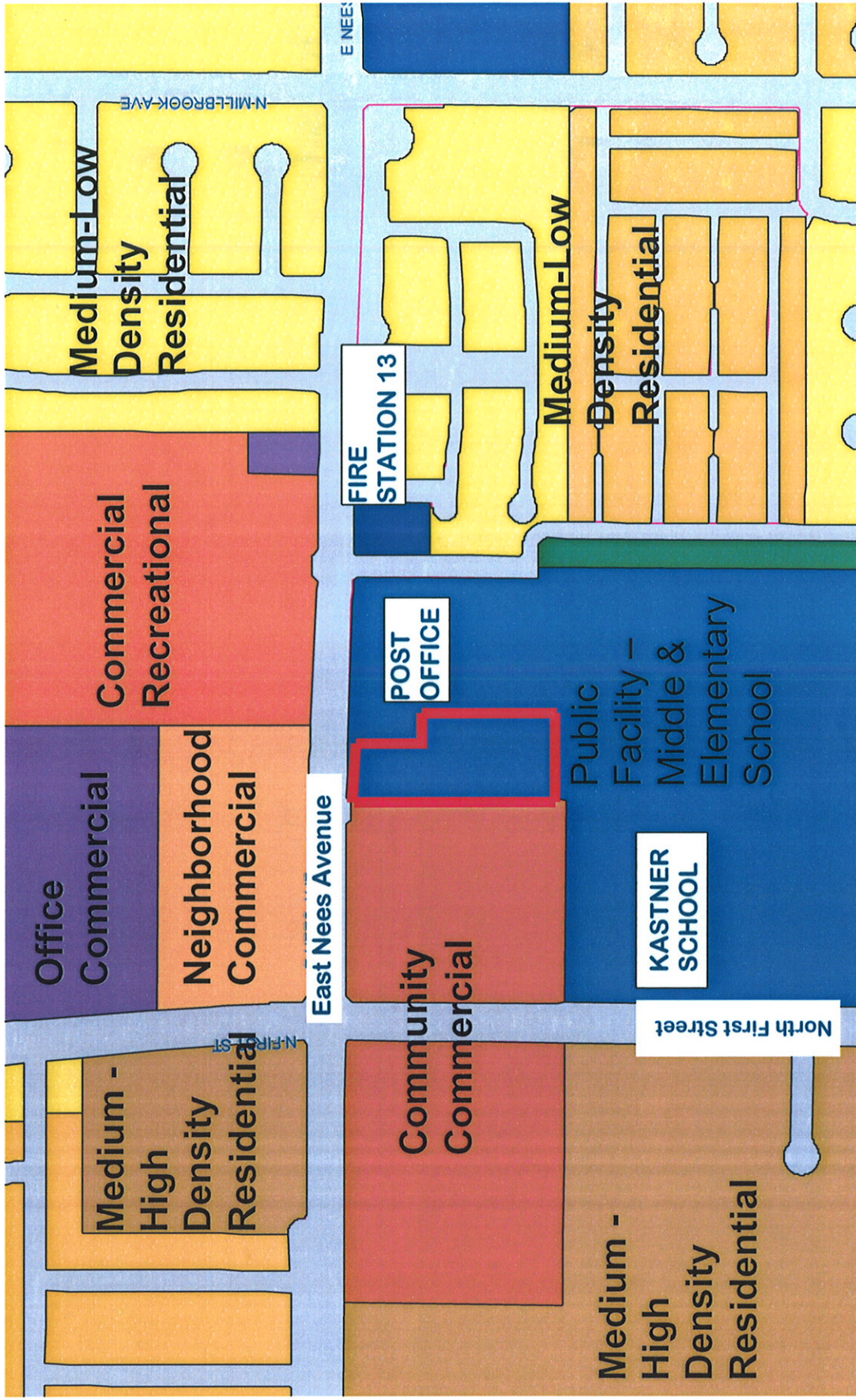
The proposed rezone lies within the District's Drainage Areas "CN" and "CW". The District's system can accommodate the proposed rezone.

Please contact us if you need further information at (559) 456-3292.

Sincerely,

Phu Duong
Engineer II

PD/lrl



A-11-01, R-11-01, C-11-008, Map of Current Planned Land Uses



City Hall 559-621-8800
2600 Fresno Street, Rm. 4064
Fresno, CA 93721-3623
www.fresno.gov



Public Works Department
Patrick Wiemiller, Director

March 10, 2011

TJKM
Jose Luis Benavides, P.E.
516 W. Shaw Avenue, Suite 200
Fresno, CA 93704-2515

SUBJECT: REVIEW OF TRAFFIC IMPACT STUDY (TIS) FOR THE PROPOSED SOUTH EAST
CORNER FIRST AND NEES GENERAL PLAN AMENDMENT 11-001, R-11-001, C-11-
008
TIS11-001 dated December 22, 2010

TRAFFIC IMPACT STUDY APPROVED FOR PLANNING COMMISSION

We reviewed the Traffic Impact Study (TIS) by TJKM for the proposed subject project which consists of approximately 2.78 acre site from Public Facility to Community Commercial for Self Service Drive-through Carwash and two buildings of 11,280 SF.

GENERAL COMMENTS and CONDITIONS

1. The trip generation based on ITE Trip Generation Manual is acceptable. The proposed project and General Plan Amendment is projected to generate 646 daily trips, 44 trips during the AM peak hour and 82 trips during the PM peak hour.

The existing General Plan land use generates 304 ADT, 24 trips during the AM peak hour and 31 trips during the PM peak hour.

2. This project shall pay its Traffic Signal Mitigation Impact (TSMI) Fee (based on ITE code 210) of \$47.12 per ADT at the time of building permit based on the trip generation rate(s) as set forth in the latest edition of the ITE Generation Manual and the Master Fee Schedule. The TSMI fee based on the project description above and the current fee is \$30,439.52. The fee shall be paid at time of building permit.

This TSMI fee is credited against signal installation and Intelligent Transportation System (ITS) improvements (constructed at their ultimate location) anticipated to build out the 2025 General Plan circulation element and included in the Nexus Study for the TSMI fee. Project specific impacts that are not consistent with the 2025 General Plan, Public Works P69 standards, and/or already incorporated into the TSMI fees infrastructure costs are not reimbursable unless the City Engineer and City Traffic Engineer include the new traffic signal and/or ITS infrastructure in the next update and the applicant agrees to pay the new calculated TSMI fee that includes the new infrastructure. Failure to pay this fee or construct improvements that are credited/reimbursable with this fee will result in a significant unmitigated impact as this fee is applied to all projects within the City Sphere of Influence. If the applicant is conditioned with improvements that are credited/reimbursable with this fee they should work with the Department of Public Works and identify with a Professional Engineers estimate the costs associated with the improvements prior to paying the TSMI fee at time of building permit.

3. This project shall pay its Fresno Major Street Impact (FMSI) Fee which will be determined at time of building permit. This FMSI fee is creditable towards major street roadway improvements included in the nexus study for the FMSI fee.
4. The project shall pay the Regional Transportation Mitigation Fee (RTMF) Pay the RTMF fee to the Joint Powers Agency located at 2035 Tulare Street, Suite 201, Fresno, CA 93721; (559) 233-4148, ext. 200; www.fresnocog.org. Provide proof of payment or exemption prior to issuance of building permits. If applicable based on vesting rights.
5. The proposed project shall make necessary improvements and right-of-way dedications along adjacent public streets as per City of Fresno requirements.
6. The proposed site plan shall be reviewed and approved by the City of Fresno Traffic & Engineering Services Division, Traffic Planning Section

If you have any further questions regarding this matter, please contact me at (559) 621-8792 or bryan.jones@fresno.gov.

Sincerely,

Bryan D. Jones, TE, PTP, AICP
City Traffic Engineer/Division Manager
Traffic & Engineering Services Manager
Public Works Department, Traffic Engineering Division

C: Traffic Engineering Reading File
Copy filed with Traffic Impact Study
Kevin Fabino, Planning & Development Dept.
Mike Sanchez, Planning & Development Dept.
Louise Gilio, Traffic Planning Supervisor
Will Tackett, Planning & Development Dept.



DATE: February 11, 2011

TO: Sandra Brock, Development Services/Planning
Planning and Development Department, Planning Division

FROM: Ann Lillie, Senior Engineering Technician
Public Works Department, Engineering Division

SUBJECT: Conditions of Approval for **C-11-008**

APN: 303-190-65

ADDRESS: 701 East Nees Avenue

PUBLIC IMPROVEMENT REQUIREMENTS

The following requirements are based on city records and the accuracy of the existing and proposed on-site and off-site conditions depicted on the exhibits submitted. Requirements not addressed due to omission or misrepresentation of information, on which this review process is dependent, will be imposed whenever such conditions are disclosed.

Questions relative to dedications, street improvements or off-street parking geometrics may be directed to **Ann Lillie at (559) 621-8690 / ann.lillie@fresno.gov**, Engineering Division, Traffic Planning Section.

Submit the following, as applicable, in a single package to the City of Fresno Public Works Department Engineering Division (559-621-8650), Plan Check and GIS Mapping Section and Traffic Engineering, for review and approval, **prior** to issuance of building and street work permits: Street Improvement Plans, Signing and Striping Plans, Street Lighting Plans and Signal Plans.

When preparing Street Plans and/or Traffic Control Plans for projects in the City of Fresno contact Traffic Engineering (Randy Schrey) in advance to make sure that sidewalks or an approved accessible path remain open during construction.

Underground all existing off-site overhead utilities within the limits of this site/map as per FMC Section 12-1011 and Resolution No. 78-522/88-229.

Survey Monuments and Parcel Configuration

All survey monuments within the area of construction shall be preserved or reset by a person licensed to practice Land Surveying in the State of California.

Street Dedications, Vacations and Encroachment Permits

Identify all street furniture, e.g.: public utility poles and boxes, guy wires, signs, fire hydrants, bus stop benches, mail boxes, news stands, trash receptacles, tree wells, etc. within the public right of way. Also, identify the required **4'** minimum path of travel along the public sidewalk directly in front of property, as required by the California Administration Code (Title 24). **A pedestrian easement may be required if Title 24 requirements cannot be met.**

The construction of any overhead, surface or sub-surface structures and appurtenances in the public rights-of-way is prohibited unless an encroachment permit is approved by the City of Fresno Public Works Department, Engineering Division, Special Districts / Projects and Right of Way Section, (559) 621-8693. Encroachment permits must be approved **prior** to issuance of building permits.

Street Improvements

All improvements shall be constructed in accordance with the Standard Specifications and Standard Drawings of the City of Fresno, Public Works Department. Dedication shall be sufficient to accommodate additional paving and any other grading or transitions as necessary based on a **45 MPH** design speed for Collectors and **55 MPH** for Arterials. Utility poles, street lights, signals, etc. shall be relocated as determined by the City Engineer. The performance of any work within the public street rights-of-way (including pedestrian and utility easements) requires a **STREET WORK PERMIT prior** to commencement of work. Contact the City of Fresno Public Works Department, Engineering Services Section at (559) 621-8686 for detailed information. All required street improvements must be completed and accepted by the city **prior** to occupancy.

Repair all damaged and/or off grade off-site concrete street improvements as determined by the City of Fresno Public Works Department, Construction Management Division, (559) 621-5600. Pedestrian paths of travel must also meet current ADA regulations. All existing sidewalks in excess of 2% maximum cross slope must be brought into compliance **prior** to acceptance by Public Works.

East Nees Avenue: Arterial

1. Modify or replace the existing ramp to meet current Public Works Standards, as determined by the Construction Management engineer **PRIOR** to occupancy. "Detectable Warning Devices" are required, if not existing. Reference Public Works Standards **P-28, P-29, thru P-32**.
2. Construct a **30'** driveway approach to Public Works Standard(s) **P-2, P-6**. **Provide 10' of red curbing (3 coats) on both sides of the proposed driveway approaches.**
3. All existing driveway approaches which no longer provide access to approved vehicle parking areas shall be removed unless otherwise approved by the City Engineer. Such areas shall be reconstructed with curb, gutter, and sidewalk to match existing adjacent street improvements. This work shall be completed and accepted **before** a Permit of Occupancy is issued or the building is occupied per Fresno Municipal Code (FMC) 11-209.

Off-Street Parking Facilities and Geometrics

1. Off-Street parking facilities and geometrics shall conform to the City of Fresno Public Works Department, Parking Manual and Standard Drawing(s) **P-21, P-22, P-23**.
2. Install **30"** state standard "STOP" sign(s) at location(s) shown. Sign shall be mounted on a **2"** galvanized post with the bottom of the sign **7'** above ground; located behind curb and immediately behind a major street sidewalk. A "right turn only" sign is also required, at the same location; install a **30" x 36"** state standard sign immediately below the stop sign on the same post.
3. Provide parking space needs, circulation, access, directional signs (e.g. "Entrance," "Exit," "Right Turn Only," "One Way" signs, etc.) as noted on **Exhibit "A"**.

Traffic Impact Study –

This development will generate a total of **54** a.m. / **97** p.m. peak hour trips and generate a count of **1,024** Average Daily Trips (A.D.T.), based upon the following:

<u>Land Use</u>	<u>Size</u>	<u>Average Daily Trips (ADT)</u>	<u>AM Pk Hour</u>	<u>PM Pk Hour</u>
Automated Car Wash		900	36	81
Office Building	5,640 SF	62	9	8
Office Building	5,640 SF	62	9	8
	Total	1,024	54	97

A Traffic Impact Study **has been submitted**. The Developer/Owner should consult with the City of Fresno Traffic Engineering Section for the scope of the Traffic Impact Study (TIS). A trip trace for the proposed project should be provided prior to consulting with the Traffic Engineering Section. The TIS shall identify the mitigation measures, which would mitigate the project and/or other related projects' significant impacts to a level of insignificance.

Comply with the mitigation requirements of the Public Works Department, Traffic Engineering Manager.

Traffic Signal Mitigation Impact (TSMI) Fee:

This project shall pay its TSMI Fee **at the time of building permit** based on the trip generation rate(s) as set forth in the latest edition of the ITE Generation Manual.

This TSMI fee is credited against signal installation and Intelligent Transportation System (ITS) improvements (constructed at their ultimate location) anticipated to build out the 2025 General Plan circulation element and included in the Nexus Study for the TSMI fee. Project specific impacts that are not consistent with the 2025 General Plan, Public Works P69 standards, and/or already incorporated into the TSMI fees infrastructure costs are not reimbursable unless the City Engineer and City Traffic Engineer include the new traffic signal and/or ITS infrastructure in the next update and the applicant agrees to pay the new calculated TSMI fee that includes the new infrastructure. Failure to pay this fee or construct improvements that are credited/reimbursable with this fee will result in a significant unmitigated impact as this fee is applied to all projects within the City Sphere of Influence. If the applicant is conditioned with improvements that are credited/reimbursable with this fee they should work with the Department of Public Works and identify with a Professional Engineers estimate the costs associated with the improvements prior to paying the TSMI fee at time of building permit.

Fresno Major Street Impact (FMSI) Fees:

This entitlement is in the **New Growth Area**; therefore pay all applicable growth area fees and City-wide regional street impact fees.

Regional Transportation Mitigation Fee (RTMF):

Pay all applicable **RTMF** fees to the Joint Powers Agency located at 2035 Tulare Street, Suite 201, Fresno, CA 93721; (559) 233-4148 ext. 200; www.fresnocog.org. Provide proof of payment or exemption **prior** to issuance of building permits.